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六拜禮 號八十二月一十英曆 SATURDAY, NOVEMBER 28, 1925. 日三十月十

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UNITED CHINA.

CANTON GOVERNMENT'S PLAN.

TO START SOON.

With regard to the return of General Chang Kai-shek to Whampoa, it is reported that in view of the split amongst the various units operating in the south-west sector and the political intrigues and strife in the North, an opportunity has come for the Canton Government to commence the planning of a comprehensive scheme for the accomplishment of its larger issue of unifying China.

It is stated that as the first step towards the unification of China, Chang Kai-shek proposes the union of the coastal provinces of Kwangsi, Kwangtung, Fukien and Chekiang, by an invasion of Fukien which will not only obliterate the remnants of Chan King-ming's forces, and thus secure a strong foothold in Fukien, but will also be the means of employing the disaffected units from the south-west sector in active service in Fukien.

Chang Kai-shek has already submitted the plan of the campaign in detail for consideration, by the Military Council, which, it is stated, is quite certain to give its approval to the scheme.

It is expected that orders will soon be issued to Chu Pei-tak and Choy Kue-yao, to mobilise all the forces under their command on the Eastern Frontier. The report further states that pacification of the south-west sector will be entrusted to Li Chai-sum and Chan Ming-shu.

In connection with the above, a branch of the Kuomintang at Shanghai has sent a telegram to Canton saying: "As the Kuomintang has occurred, the Nationalist Government should not miss this opportunity. Sending an expedition against the Japanese immediately. Our National Revolutionary Army should advance in three directions. One force to advance eastward to attack Fukien and Chekiang, one to advance northward to attack Kiangsi and Anhwei and one to westward to attack Yunnan and Kweichow."

THE "YUET KWAN."

NO LONGER A FACTOR.

Information from Amoy states that in view of the pitiable condition of the scattered troops of the Yuet Kwan on the boundary of Fokien, they have conditionally surrendered to Choy Yao-yan, who has assigned Nam Ching, Yung Ting and Sheung Lang as their quarters under the name Fukien-Kwangtung Frontier Guards, their temporary command being vested in Chang Tsiu. The report further says that it is certain that the career of these remnants of Yuet Kwan have come to an end through their incompetency throughout many years of absolute control in the East River districts which are the greatest reducing centres of Kwangtung province, and whose people are known for being most peaceful and industrious, and where millions of dollars annually come in from their people who migrated to Annam, the

KWANGTUNG WAR.

REPORT ON MILITARY OPERATIONS.

Recently meetings of the representatives of all the Labour Unions in Canton have been held for the purpose of receiving reports of the progress of military operations from Wang Ching-wai in person. The first meeting was held to receive the report of the fall of Wai-chow, and at the second the complete conquest of the East River sector was announced. The third meeting was held on the 21st inst., at which Wang Ching-wai gave a report of military, political and foreign affairs during the interval between the two last meetings. In the course of his speech on military affairs, he said the entire forces of Chan King-ming had been practically rounded up and had unconditionally surrendered, and what small portion that had escaped has been driven across the boundary into Fokien or Kiangsi. The conquest of the East River districts was thus an accomplished fact. As regards the south-west sector, all the cities which were lost at the commencement of warfare in that sector had been recaptured, and the battle front was now advanced to the line from Loting to Yang Chum and Yang Kung, and as far as Shui Tung. The prospects of a speedy subjugation of that sector were bright, and the assurance was given that a great mass meeting to celebrate the unification of Kwangtung would be held on the 1st January.

NEW DUTIES.

ON PAPER AND CUTLERY.

London, Nov. 27. The five Board of Trade committees of inquiry into applications under the Safeguarding of Industries Act have issued their conclusion. They recommend a duty of 17½ per cent. *ad valorem* on packing and wrapping paper subject to certain exceptions, and on the understanding that the duty also extend to wrapping paper in manufactured articles whenever the cost of such paper as raw material exceeds, say, fifteen per cent. of the value of the manufactured article of which it is component. A duty is proposed of 33⅓ per cent. *ad valorem* for at least five years on certain classes of cutlery, including knives, except surgical knives and knives for use in machines, scissors, razors and wing forks; also on leather and fabric gloves, but not silk or silk fabric gloves, which the committee opines are already sufficiently protected. The committee voted a claim for duty on all hollow ware, while the report of the committee on gas mantles is somewhat indefinite.—*Reuter*.

COTTON SPINNING. CONTROL.

MANCHESTER PROPOSAL REJECTED.

London, Nov. 27. A meeting of the Master Cotton Spinners Association of Manchester has decided by a large majority against the proposal to control the Lancashire cotton-spinning industry, on the principle of the war-time Cotton Control Board including operatives representatives.—*Reuter*.

FRENCH CABINET.

THE LATEST FORECAST.

Paris, Nov. 27. After day-long pourparlers, M. Briand has virtually succeeded in forming a Cabinet, in which it is forecast that in addition to the Premiership he will be Foreign Minister, whilst M. Loucheur will be Finance Minister, M. Painlevé Minister for War, M. Georges

SWATOW BAN.

JAPANESE SHIPPING HAMPERED.

HIT AT HONGKONG.

A Swatow correspondent writes protesting at the manner in which the Labour Unions are treating Japanese shipping calling at the port.

Writing under date of the 26th inst., he says: "The last few days have seen shocking obstacles being placed in connection with the O. S. K. and N. K. K. steamers, one of which being the impudent prohibition by the Unions of their loading or discharging any cargo for or from Hongkong. What views the Japanese will take of the matter I cannot foresee, but will their Government sit placidly and take no drastic action against the Unions who appear to boss their ships? Unless a compromise is reached soon, what hopes can there be of any shipping business? None whatever.

"The trouble originated from the arrival, last Monday, from Hongkong, of the Hozan Maru, when she was not allowed to discharge her overcarried Keelung cargo because she had called at Hongkong as the terminal port of the Formosan Line; and just because she had come from Hongkong she was not even allowed to take cargo from Swatow to Formosa. From the above one might think the Unions have conquered the whole world with their ever-ready words of command.

"It is rumoured that the Japanese contemplate curtailing their service. If it should prove true, it will mean that the already few steamers calling here will be even fewer and farther between. Simultaneously this will create a serious plight for the Britishers of this port who chiefly draw their food supplies from Hongkong through the newly established International Store, who, by the way, was extremely disappointed last Monday when the Japanese steamer Hozan Maru refused to take cargo of foodstuffs up. I am inclined to believe it is a disgrace that a steamer leaving a British port is not free to carry supplies of foodstuffs consigned to Britishers in another port. Can this be tolerated? Surely something ought to be done and done at once. As in the case of the Japanese, it is pleasing one party and displeasing the other—the former because the Unions have deigned that no ship may bring any cargo from Hongkong to Swatow.

"A word to General Chang Kai-shek. Although he has conquered Swatow, he has certainly not conquered the Labour Unions who possess more power than anybody else. The same remark would apply to the Commissioner of Foreign Affairs and the Chief of Police after recent happenings."

DUTCH SCHOONER MISSING.

BELIEVED LOST WITH CREW OF THIRTEEN.

Amsterdam, Nov. 27. Two torpedo boats and the cruiser Heemskerk are searching in the neighbourhood of the island of Terschelling for a naval pilot schooner which left there early on Tuesday with a crew of thirteen, including the captain, chief officer and four pilots. It is feared they are lost. A lifeboat and the schooner's dinghy have been washed ashore.

WIRELESS STRIKE.

PROSPECT OF SHIPS BEING HELD UP.

London, Nov. 27.

The strike of wireless operators does not involve land stations, but the Association of Wireless and Cable Telegraphists which called the strike claims as its members 98 per cent. of the wireless operators aboard British merchantmen. All wireless men have been instructed to report to the Union as their ships come into port and not to sign for fresh voyages. Ships already at sea are not endangered as the existing contracts will not be broken. The opinion is expressed that if the Board of Trade insist on the full observance of the regulations as regards carrying wireless men many ships must be held up.—*Reuter*.

It is understood that in view of the strike of wireless operators the Board of Trade has relaxed the rule requiring each vessel to carry at least three wireless operators.—*Reuter*.

BOARD OF TRADE CRITICISED. The Association of Wireless and Cable Telegraphists says that approximately two hundred men have so far refused to renew their signatures on ships' articles, and it asserts that one Liverpool, one Glasgow and two Hull boats are held up. It criticises the Board of Trade relaxation as being a move in favour of shipowners which will create suspicion and ridicule of Government Regulations.

The two ships held up at Hull later sailed with Board of Trade clearance. It is reported from Liverpool that operators on the White Star liner Celtic are among those who have refused to sign but the Cunard, Alfred Holt and Brookbank lines are not affected as they employ their own operators and have not given notice of reduction.—*Reuter*.

THE LOCAL POSITION.

From enquiries which we have made this morning, it does not seem likely that the strike will have any effect on vessels arriving from Home at Hongkong. In view of the fact that the Wireless Operators' Association says that men will complete their present contracts but that they will not re-sign, it is not expected that any wireless operators will be affected whilst out here, because it is customary for contracts to be signed either for the round trip or for a definite period.

So far as we have been able to discover, none of the local offices of the big British lines have been advised from their head offices on the matter of the strike and this fact is interpreted as being evidence that local offices will not have to worry anything about it. It is when the boats get back Home that the wireless men may—unless developments occur—have to leave. Nothing is expected to happen out here.

ANGLO-GERMAN TRADE.

DIFFERENCES OVER CUSTOMS TARIFF.

Berlin, Nov. 27. It is semi-officially stated that the negotiations of the Anglo-German delegations, on questions arising from the Anglo-German Trade Agreement have provisionally been broken off owing to differences of opinion with regard to the interpretation of various points of the Protocol, although an understanding has been reached with regard to the application of the respective Customs tariffs.—*Reuter*.

Later. The disagreement is related to the interpretation of a Clause in the Protocol of the Anglo-German Commercial Treaty, whereby the British Government pledged itself not to impose duties especially detrimental to Germany. The German delegates claimed that British Customs duties on many German exports, especially on musical

IN THE NORTH.

GENERAL FENG IN CONTROL.

LATEST REPORTS.

Peking, Nov. 27.

Chang Tsung-chang is reported to have wired to Kuo Sung-ling saying he approved of the latter's action, and if assured of the Tupsanship of Shantung will declare his independence and co-operate with Kuo Sung-ling and Li Ching-lin in order to pacify the country.

Kuo Sung-ling has wired to Mukden conveying his demands, which are stated to be that Yue Hwei-chun shall have Shantung, Feng Yu-hsiang have Chihli, and Li Ching-lin have Jehol, while Kuo Sung-ling shall have Manchuria.

A correction to a previous message is that Tseng Yu-chun is not yet released. Lu Chung-lin has informed Tsun's aide-de-camp that Tseng Yu-chun is not really a prisoner. He had merely prevented his leaving for Tientsin. Tseng Yu-chun therefore remains at Lu Chung-lin's headquarters.

Another meeting was held at Tsun Ching-wei's residence this morning. Mr. Chi-jui declared that the Mukden events would not cause his resignation, which depended more upon Feng Yu-hsiang. He would therefore invite Feng Yu-hsiang to Peking immediately, and urge him not to order further arrests in Peking.—*Reuter*.

JAPAN'S ATTITUDE.

Tokyo, Nov. 27.

It is understood that official circles consider Chang Tso-lin to have been virtually eliminated, unless an unexpected coup be sprung. Japan is most unlikely to reinforce her Manchuria garrison.—*Reuter*.

GENERAL FENG'S ADVICE.

Peking, Nov. 27.

General Feng Yu-hsiang has issued a long circular telegram attacking Marshal Chang Tso-lin and urging him to retire.—*Reuter*.

THE KUOMINTANG.

SPLIT IN THE NORTH.

It is reported from Shanghai that the Kuomintang in that port, and at Peking, is on the point of an imminent split of the party into right and left wings. The right section is headed by Lim Sum, Chow Loo, Chang Che, Ku Ching and others, while the left is headed by Wang Ching-wai, Ku Ying-fun and others. A meeting of the central Executive Committee of the Party is to be held at Bik Wan Monastery, Peking, to decide on the policy to be taken towards the present Canton Government. It is stated that in granting Wu Te-ching leave of absence, the Canton Government has entrusted him with the special mission to win Sun Fo over to its side, and to give a full explanation of the present situation and policies of the Canton Government to the members of the party at Shanghai.

FRANC IMPROVES.

UNCERTAINTY AS TO CAUSE.

London, Nov. 27. The franc in London, to-day opened at 123.15/16 as compared with 127.3/8 previously. It is not certain whether the improvement is due to official support of continental

Bulls and Inners

From the Office Butts.

The O. B. I. is this week contented on the writer in the *China Mail*, who, with conspicuous disregard for the march of time, informed the public on Saturday that "official observances of the passing of Queen Victoria depend on instructions from Home."

"Over the carcasses of two excellently cooked pigeons," a newspaper representative disclaimed peace between Hongkong and Canton. Doves and olives would have been more appropriate.

From the fact that it considers an annual bull this year would be unnecessary extravagance, we imagine that the Engineers' Institute Committee is largely composed of married men.

Wouldn't the Peak Tram be a great place if people talked as entertainingly as they do loudly?

We are authorised to contradict the rumour that the Peak Hotel's sole remaining breakfast cup was stolen last night.

We understand that the pedestrian who was knocked down by a three-piece ricksha in Queen's Road this week, settled the matter by tendering an unreserved apology to the owner.

There is no truth in the rumour that pigeon-nests are to be provided on the new traffic point shelters in order to relieve the monotony for the constable on duty.

Referring to local R. A. O. B. activities, a contemporary says: "At the moment, the Buffaloes are practically homeless." S.P.C.A., please note!

The funny thing about the proposed ladies' walking race in Kowloon is that it's to be run by men.

It is not quite correct to say that the Hongkong Rugby Football Club were beaten by artifices.

We're satisfied now that Hongkong is not musical. In reply to a question the other day, a lady was overheard to remark that she preferred the May Road level to the Barclay's.

It is said that fruit seeds do not cause appendicitis. Care should be taken, however, not to swallow too many mango seeds at once.

A snob is a person who doesn't want to associate with you because he is afraid that you'll discover you don't want to associate with him.

A new lamp, consuming 94 per cent. air, has been invented. This is almost as much as some local life insurance salesmen.

To find out what all the fighting in China is about, is just as easy as unscrambling an egg.

Here's a real bull: There's an 83-year-old editor still at work in America. If he lived in Hongkong, he'd be dead.

The people who are so keen on bringing sitters and pointers down in the Peak Tram, must have heard the grouse about the lower station.

"Never wave copper coloured hair with hot irons," says a beauty specialist. If it is particularly annoying, a well directed flat-iron is effective.

Maybe we shall have a cheery Christmas after all, for we notice that a local auctioneer has 400 dozen mouth-organs for sale.

So far, no local motor-cars run on alcohol. Some of their drivers seem to, all the same.

The only low rents in this Colony are to be found on stock-exchanges.

Doctors may have many enemies in this world, but some of 'em are likely to have more in the next.

A St. Louis woman married for the fourteenth time states that her 11th husband was the worst. Suppose he was a double one.

"Former music teacher sues Ford Company for \$100,000 following loss of speech" reads a newspaper heading. A ride in a flivver once made us remarkably voluble.

From a fashion note: "Visions of loveliness are pleaded georgette cami-knickers." Which seems to indicate that "the camis are coming."

Unfortunately, War Lords are not included in the list of luxuries on which China suggests that extra taxes be levied.

The South Australian team which scored 680 points in three matches against British lawn bowlers must have thought they were playing cricket.

Which reminds us that we used to have some good bowlers in Ico House Street.

If the proposed Agricultural Exhibition takes place in Peking, we suppose there'll be some exhibits on grafting.

Judging from some Hongkong examples, the short skirt cult is developing into the short skirt kilt.

Perfume on the Peak Tram these days indicates that there are a few blooming specimens of the moth-bull tree in Hongkong.

"Editor Unable to Appear in Court," says a newspaper heading. His luck's in.

A contemporary attributes the following description of Canada to a local clergyman: "A land of silences and secrets, awaiting the listening ear and the exploring football." Sounds like a reference to Statue Square.

We trust that life-belts, rocket apparatus, etc., will be installed on the little traffic islands before the next rainy season comes round.

A local firm is advertising toy "pianos." Some of the real ones have that effect on us.

Another meticulous distinction: An advertiser has for sale a bull terrier, which is "very friendly to humans; fond of children."

Reuter announces that on the Stock Exchange this week "rubbers opened with a burst of activity." The same thing happened at our bridge party the other night.

"Chinese cabinet makers are very skilful," says an American writer. But the Peking Government productions don't often last long.

An article on smoking states that all pipes need a rest. We're acquainted with some which need burial.

"Join the Business Race," says a local advertisement. It's a bit slow at the moment.

We are authorised to contradict the rumour that, in view of the fact that habits of London night clubs now patronise wayside coffee stalls when homeward bound, a sausage and mashed depot is to be opened in the vicinity of the Peak Club.

The Labour Party is complaining that the abolition of the



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THE PEKING SITUATION.

TUAN CHI-JUI PREPARES TO DEPART.

Intermediaries Under Arrest.

Peking, Nov. 27.—Tuan Chi-jui expressed his intention of resigning, but was pressed to remain. He intends issuing a mandate stating that unless peace is restored so that the conference can continue, he will quit.

Feng Yu-hsiang is expected here very shortly. Tuan Chi-jui's servants state that his belongings have been packed up, so that he can leave at a moment's notice.

The Anfuite, Tseng Yu-chun, who has been acting as emissary between Tuan Chi-jui and Fengtien, was arrested at Chienmen station this afternoon on the point of leaving for Tientsin. Tseng Yu-chun will, it is reported, be sent to Paochow to-night. Other Anfuites are apprehensive, fearing arrest. Wu Kuan-hsin is reported only to have escaped arrest by leaving for Tientsin yesterday.

Feng Yu-hsiang brought one division and one brigade from Nanyuan into Peking to-day.—*Reuter.*

Governing Cabinet Suggested.

Peking, Nov. 27.—Tuan Chi-jui summoned another special meeting at his residence last night, which was attended by most of the members of the Cabinet. He again advocated resigning and suggested the formation of a governing Cabinet under Huang Fu, as after the coup d'etat of last year. Most of those present opposed, and urged Tuan Chi-jui to remain for the sake of the conference. No decision was reached.

Student Demonstration.

The students are arranging a big demonstration to-morrow, at which in addition to the demand for unconditional tariff autonomy, they will urge the abolition of Tapan-ships, placing provincial control in the hands of Civil Governors, and disbandment of superfluous troops. It is not expected that the police will prevent the demonstration.

Feng Yu-hsiang's third division arrived at Nanyuan from Kalgan last night. Half are remaining at Nanyuan and half proceeding to Changshien.

Tuan Chi-jui has sent his aide de camp to see Li Chung-lin. He said he would take personal responsibility for political suspects and requested the immediate release of Tseng Yu-chun. The latter was accordingly released on bail this morning.—*Reuter.*

Japan's Attitude.

Tokyo, Nov. 27.—It is understood that official circles consider Chang Tso-lin virtually eliminated, unless an unexpected coup is sprung. Japan is not likely to reinforce the Manchuria garrison.—*Reuter.*

Tsingtao, November 27.—The Japanese Consul-General has called to Tokyo for two more warships, following an emergency mass meeting of his nationals, who hold that the situation is menacing. Reports are continually arriving of banditry and looting in the interior but foreigners have apparently been unharmed, although many have come here for safety.

The city of Tsingtao is outwardly calm but the police have issued an ultimatum demanding four months back pay. This has alarmed the civil authorities who have ordered the Chamber of Commerce to raise the necessary \$300,000.

Troop Movements.

Several regiments have been dispatched to Kaomi, fifty miles

OUR POOR DAY.

ST. VINCENT DE PAUL SOCIETY.

The Forthcoming Sale of Roses

In its efforts to raise funds to carry on its charitable work for the coming year, the Society of St. Vincent de Paul will again make its annual appeal to the public of Hongkong on Wednesday, 2nd December when it will hold its yearly Sale of Roses.

A special committee, with Mrs. H. W. Bird as the organiser, has been mapping out the Colony for the campaign during the last week, and over 200 ladies, including many Chinese, have kindly offered their services.

Preparations for Wednesday are now nearly complete. To facilitate the workers there will be replenishing depots at the following places:—Lower Terminus, Peak Tramway; at Madame de Courthial, Victoria Lodge, Peak Road; Hongkong Hotel; Star Ferry piers (Hongkong & Kowloon); Brunswick Studio, Lee House Street; at Mrs. Barros, No. 2 Caine Road; at Mrs. A. C. Botelho, No. 28 Wanchai Road; French Convent, Causeway Bay; also at Mrs. A. F. Osmond, No. 1, Liberty Avenue, Homantin, Kowloon.

The distribution depot in Kowloon will be at the old Wiganam Club, Mody Road, where Mrs. A. O'Donoghue has kindly consented to be in attendance on and from November 27th, from 4 to 5 p.m.

The headquarters will be at St. George's Building (ground floor) through the courtesy and generosity of Hongkong & Territorial Estate Ltd, Messrs Shewan Tomes & Co, General Managers. There a number of shroffs kindly loaned by the Hongkong & Shanghai Banking Corporation who will be in attendance to receive the collection boxes. All the boxes are numbered, so that each worker will be able to know the result of her efforts.

The Hongkong public know and appreciate the good work done by the Society for the benefit of the Poor of this Colony and will only be too glad to have an opportunity to assist it to carry on and if possible to extend its scope of activities.

EXTRALITY COMMISSION.

BRITISH REPRESENTATIVE APPOINTED.

London, Nov. 27.—Judge Sir Skinner Turner has been appointed British representative on the Commission of Extrajurisdictional which will assemble at Peking on December 12th.—*Reuter.*

A novel test case is being heard at Dijon, where the father of a girl who had her hair bobbed is suing the barber on the ground that, as the girl is a minor, her hair belongs to her father, and should not be removed without his permission. The Hairdressers' Union is defending the barber.

There is an unconfirmed report that the Trenchow arsenal has been captured by Honan troops advancing on Tsienan.—*Reuter.*

Chefoo, November 27.—A brigade of Shantung Fengtienites arrived to-day from Weihai for Chefoo where warships are awaiting presumably to transport them to Dairen. It is reported that the remainder are following.

Tupan Chan Tsung-chang asserts his intention of supporting Chang Tso-lin whose position is reported to be weakening.—*Reuter.*



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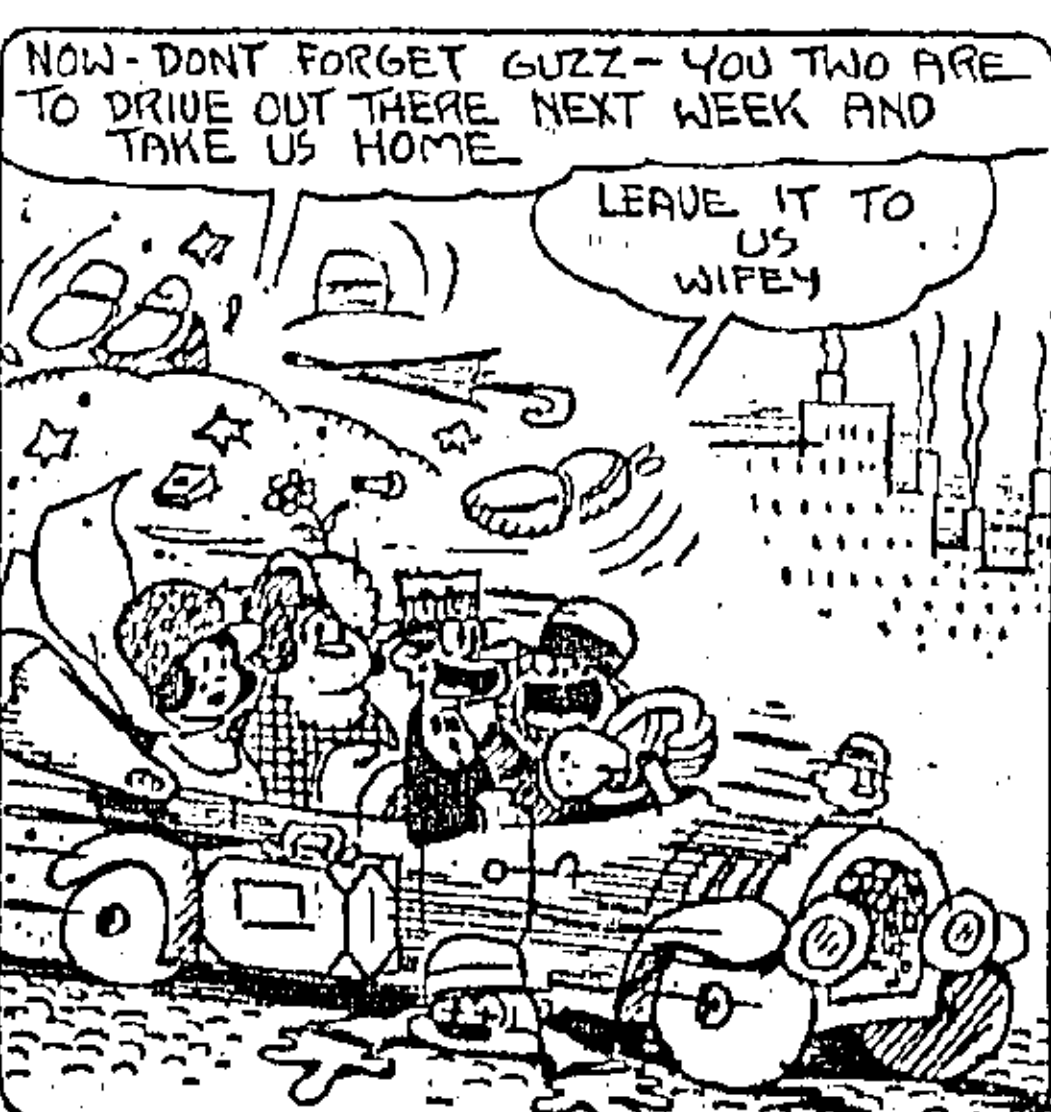
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EARLIER TELEGRAMS.

THE LATE QUEEN MOTHER.

London, November 27.

As sixty-two years ago the Capital greeted the future Queen in snow, so to-day it bade farewell to her in fast-falling flakes, quickly transforming the streets into gleaming white carpets.

The echo of distant guns firing farewell salutes reverberated as the flower-laden coffin was removed to the Chapel Royal with full military honours. It was borne on a gun-carriage escorted by H. M. King George, the King's of Norway, Denmark and the Belgians to the Abbey through streets lined with reverent crowds braving the bitterest weather.

Many began the cold vigil in the early hours of the morning, most of them poor, humble folk.

Queen Mary and the Queens of Norway and Spain and the Royal Princesses drove direct to the Abbey.

The King wore a Field Marshal's uniform while the Prince of Wales on his left wore the uniform of the Colonel of Welsh Guards. A party of the King's Company of Grenadiers carried the coffin into the Abbey.

The service was conducted by the Archbishop of Canterbury and opened with Psalm twenty-three followed by the lesson and an hymn selected by the King: "Now the labourers task is o'er." After the Lord's Prayer collects from the burial office were read and the anthem. "Give rest, O Christ" was sung. The service concluded with the hymn: "On Resurrection Morning" which was also the King's choice.

On the departure of Their Majesties the coffin remained in position under a lantern where it will be watched by His Majesty's body-guard of the Honourable Corps of Gentlemen-at-arms and Yeomen of the Guard until to-morrow morning, when it will be removed to Windsor Castle for a private service. The Abbey doors opened at one this afternoon to enable the public to pay their last respects.

—Reuter.

THE CHINA PROBLEM.

London, November 27.

"British policy in China does not imply and should not imply the armed intervention which so many sorely tried Britons in China would greatly welcome" says *The Times* in a leader. "It is futile to dream of diverting or controlling the complicated process of change in the life of the biggest people in Asia by means of a few gunboats and regiments."

It declares that Britain is playing an important part in the generous enterprise of the Tariff Conference and is of the opinion that the stress to which British citizens in China are subjected could be considerably alleviated if steps were taken to strengthen the depleted British official personnel.—Reuter.

M. BRIAND TO FORM MINISTRY.

Paris, November 27.

The newspapers generally are gratified at M. Briand's consent to form a ministry and anticipate a speedy fulfilment of the task and look upon him as the man best qualified to rally the greatest number of Republicans in the two Chambers. The Radicals are furious with the Socialists who they accuse of smashing the Left Cartel.—Reuter.

ABBE WETTERLE NOT DEAD.

Paris, November 27.

The Vatican has telegraphed a denial of the death of Abbe Wetterle mentioned yesterday. The Abbe has suffered from Haemorrhage but is now convalescent.—Reuter.

FRANCE AND SIAM.

Paris, November 27.

Le Journal recalls now fond the King of Siam was of western ideas and how his reign was marked by the happiest change in Siam-Indo-Chinese relations. The rapprochement was brought about by fruitful agreements and took the place of a clashing policy.—Havas.

DESTITUTE SOLDIERS.

ARRIVE IN HONGKONG FROM AMOY.

Plight of Anti-Red Troops.

About 200 destitute soldiers of General Chan Kwang-ming's army arrived in Hongkong on Thursday by the s.s. Haiching from Amoy. They were in an unenviable plight, having been deprived of their arms in a strange land after being three days without food.

The soldiers were mostly Waichow men and were attached to the 11th detachment of the 6th Anti-Red army commanded by General Yeung Kwan-yu, the defender of Waichow. They fought several rearguard actions with the Whampoa Cadets during their long trek across to Fukien province, and were relentlessly pursued. There were still over a thousand men in the detachment when they were near Cheung Chow. On arrival at Hongkong the soldiers were taken in hand by the police for repatriation.

SHIP'S OFFICER SUES COMPANY.

APPLICATION FOR RE-HEARING OF CLAIM.

Several months ago A. N. Vingredoff, second-mate on a China Merchants' Steam Navigation Company's vessel, brought an action for damages against the Company following an accident which befell him while on duty on board his vessel. Vingredoff claimed that he had been incapacitated as the result of a fall down the hold ladder of his ship. The case was heard in the Mixed Court, Shanghai, but no award was made to the plaintiff, the Court expressing the opinion that he was equally to blame with the defendants.

Last week Mr. A. N. Fishman, on behalf of Vingredoff, made an application before Assessor Whitmore and Magistrate Li to have the case re-heard.

The application was denied.



Make your Window Work Overtime

Your window can be your best Advertisement—keep it in action when doors are closed, but streets still thronged with possible buyers.

After dusk a well lighted window will enhance the prestige of your Business, add to the popularity of the thoroughfare and bring to your counter buyers whose selection is already made.

Electric Light can be turned on or off at any hour by a Clock Switch without any trouble to you.

If they must Shop early help them to Choose Late!

ELECTRICITY will make the window pay its Rent

Our representative will be pleased to call and assist you on your lighting problems at your convenience.

THE CHINA LIGHT & POWER CO. (1918), LTD.

Show Road, 62 Nathan Road.

Phone K. 677.

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23 WYNDHAM STREET

Mrs. H. MORITA.

Mrs. J. CRAWFORD,

Massage Hall

No. 14, Zetland Street.

Mrs. SEKAI

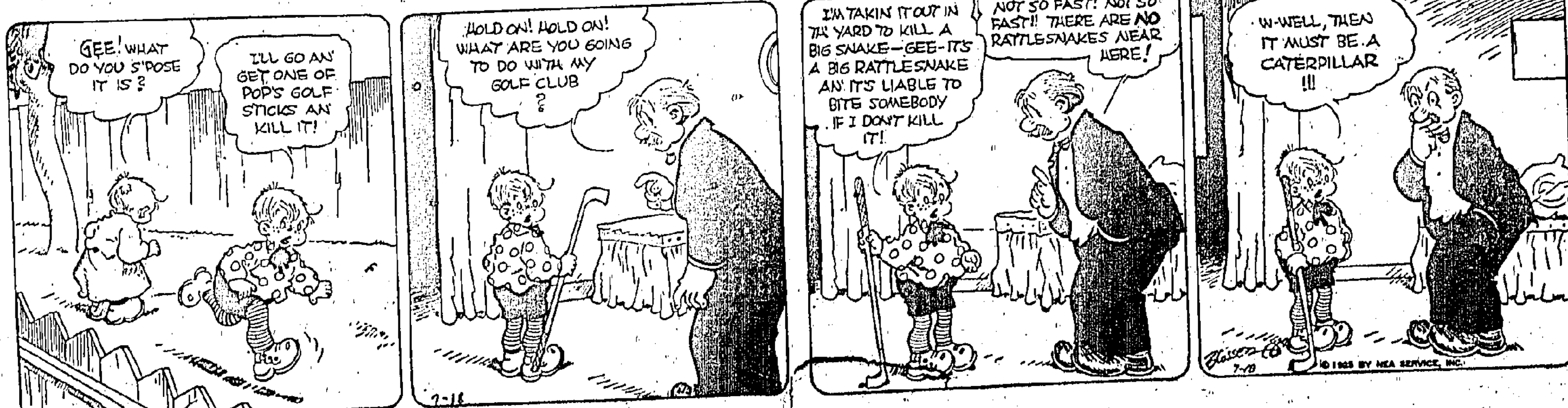
MASSAGE

Tel. No. C. 4483, 2nd floor.
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FRECKLES AND HIS FRIENDS

Coming Down a Notch

By Elssner



NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN
THE HONGKONG TELEGRAPH which is
THE EVENING NEWSPAPER
WITH THE LARGEST
CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID
\$1.50 if not prepaid.

Advertisers should note that replies must be called for at this office.

GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU.

The following replies are awaiting collection:—
Nos. 1366, 1375, 1314, 1320, 1384, 1376 1385, 1342, 1392, 1397, 1409.

TUITION

SPANISH LANGUAGE TUITION—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 135.

SITUATIONS VACANT.

WANTED—Reliable Mute and Boatman, European, for British Yacht now fitting out for about a two years' cruise in the South Seas. Testimonials required, apply Box No. 1418 c/o "Hongkong Telegraph."

SITUATIONS WANTED.

CHINESE CAPABLE OFFICE ASSISTANT desires position, knowledge of book-keeping, typewriting, quick at figures and good handwriting. Can furnish security. Please apply Box No. 1419 c/o "Hongkong Telegraph."

PREMISES WANTED

TO LET—No. 11, Chatham Road, Kowloon. Apply to J. M. Ferreira, Kowloon Hotel.

WANTED—Furnished House on Peak 4 or 5 rooms for 14 months from middle of February 1926. Please communicate with Mr. R. V. Harris 364, The Peak.

PREMISES TO LET

OFFICES in China Buildings. Terms very moderate. Apply to Secretary, Chinese Estates, Ltd., China Buildings, 5th Floor.

PRIVATE HOTEL—QUIET BRITISH FAMILY, full board and residence from \$4 daily. One minute from ferry. Special family rates. Cuisine under personal supervision, 1, Victoria Gardens, Harrow Road, Kowloon, Tel. K.357.

TWO ROOMS, Top Floor, Queen's Buildings. Apply Holyoak, Massey & Co., Ltd.

TO LET—One European flat, Wanhai Gap Road, Hongkong. Apply to 32 Kennedy Road.

HONGKONG JOCKEY CLUB.

The Eighth Extra Race Meeting will be held (weather permitting) at Happy Valley, on Saturday, December 5th, 1925.

The First Bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Season tickets to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead and Davis at \$5 each, up to Friday, December 4th, 1925. The Stewards invite the ladies of Hongkong to be present.

Hongkong, November 21, 1925.

MISCELLANEOUS.

FURNITURE of 2 roomed furnished flat for sale, or would let for term. Fitted with European bath, geyser, W.C., gas stove. Can be visited from Monday to 5 p.m. any day except Monday. Top floor, No. 4 King's Terrace, Nathan Road, Kowloon.

"House, Flats, Building Lots, Estates negotiated for rent, auction, or private sale. Management arranged for clients proceeding abroad. Telephone C.4633. Small Investors, 11, Des Voeux Road."

FOR SALE.

FOR SALE—Dance Season. Lady just arrived with consignment of dainty dresses to be seen at 1, Victoria Gardens, "Hankow Road, Kowloon. (next Kowloon Hotel.)

ART EXHIBITION

JAPANESE OLD PRINTS, IVORY CARVINGS, SCREENS, OLD SILK BROCADES, etc.

MESSRS. KOMOR & KOMOR, ALEXANDRA BUILDING, DES VOUEX ROAD, FOR TEN DAYS ONLY.

Mr. K. HAYASHI of Tokyo will exhibit over 5,000 Prints by the Best known Masters.
Prices ranging from 50 cents to \$2,000 each.
Fine Embroidered Screens, a Real Crystal Churn, a Print and Hori Costa. Will be on view for 10 days only.
A Grand Invitation is Extended to All Lovers of Art.
KOMOR & KOMOR.

NOTICE.

That the insuring public approves of our methods and is satisfied with our results is demonstrated by the fact that the total amount of our assurance in force is now over 970 million gold dollars.

Sun Life Assurance Co. of Canada, King's Building, Hongkong, September 25, 1925.

INSTITUTION FOR THE BLIND.

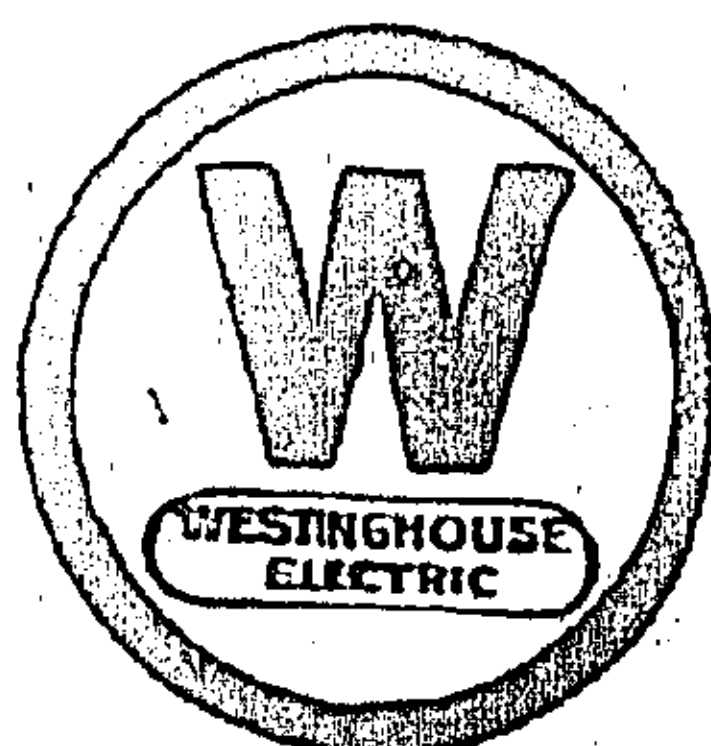
KOWLOON CITY ROAD, 20 min from Star Ferry by Kowloon City Bus.

Come and buy our hand-knitte Coats, Sweaters, Jumpers, Shawls, Scarves, Socks and all kinds of Children's Woolies.

Latest styles in "Fair Isle" and plain and fancy Jumpers.

Orders taken for knitting in wool or silk.

K. BESWICK, Supt. Telephone K.101.



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Queen's Bldg. Tel. C.672.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

Messrs. Lammert Brothers have received instructions to sell by Public Auction,

on MONDAY,

the 30th day of November, 1925, at 3 o'clock in the afternoon at their Sale Room, Duddell Street, Victoria, Hongkong.

The Valuable Leasehold Property being all those pieces or parcels of ground situate at Victoria aforesaid and registered in the Land Office as Sub-section 7 of Section A of Marine Lot No. 95, Section A of Sub-section 1 of Sub-section 8 of Section A of Marine Lot No. 95 and Section A of Sub-section 1 of Section B of Island Lot No. 1311.

IN ONE LOT

The total area of the land is 882 Square Feet or thereabouts. The property comprises the messuage known as No. 229 (formerly No. 199) Des Voeux Road West. Further particulars and conditions of sale may be obtained from the Office of

Messrs. DEACONS, 1, Des Voeux Road Central, Vendors' Solicitors or Messrs. LAMMERT BROS., The Auctioneers, Hongkong, November 18, 1925.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 8th December, 1925, at the Kowloon Naval Depot, commencing at 9.30 a.m.

Old and Surplus Victualling Stores.

Comprising:—
Table Linen, Implements, Serge, Flannel, &c., Remnants, Blankets, Sundry Articles of Mess and Table Gear, (including Electro Plated Ware), Clothing, Condemned Provisions for Poultry Feeding, &c.
Terms of Sale:—As Detailed in Catalogues.

LAMMERT BROTHERS, By Appointment Auctioneers to the Admiralty, Hongkong, November 25, 1925.

G. R. PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 8th Dec. 1925 at the Kowloon Naval Depot, commencing at 9.30 a.m.

Old and Surplus Victualling Stores

Comprising:—Tab's Linen, Implements, Serge, Flannel, &c., Remnants, Blankets, Sundry Articles of Mess and Table Gear, (including Electro Plated Ware), Clothing, Condemned Provisions for Poultry Feeding, &c.

Terms of Sale:—AS DETAIL-ED IN CATALOGUES.

LAMMERT BROS., By Appointment Auctioneers to the Admiralty, Hongkong, December 1925.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS, IMPORTERS, EXPORTERS & GENERAL BROKERS.

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA, Auctioneer.

DO YOU HAVE BAD DREAMS?

If you retire at night before your last meal has been sufficiently digested or with your system clogged with poisonous waste which should have been expelled, you cannot expect to enjoy sound peaceful sleep.

To aid digestion one Pinkette taken after the evening meal is sufficient. The laxative dose is two, and the purgative dose three of these dainty little regulators. Taken when needed, Pinkettes ensure daily regularity, banish sick headaches, bilious attacks, liverishness, keep the skin clear and the breath sweet; relieve Piles.

Your chemist sells Pinkettes, or post free, 60 cents, the vial, from Dr. Williams' Medicine Co., 60, Kiangso Road, Shanghai.

THE JADE TREE, INC.

Announce the opening of their

HONGKONG STUDIO

in the

ALEXANDRA BUILDING

on

TUESDAY, DEC. 1st 1925.

A choice and interesting Assortment of Ancient and Modern Art Objects will be shown.

EVERYBODY WELCOME

QUEEN'S THEATRE

MR. A. STOCK PRESENTS

RUTH ST. DENIS

TED SHAWN AND THE DENNIS SHAWN DANCERS

ONE NIGHT ONLY

TUESDAY, December 1st., 9.30 p.m.

Price:—\$5, \$3 Reserved and \$2 Unreserved. (So diors and Sailors in uniform—Half Price to \$2 Seats.)

POSITIVELY ONE NIGHT ONLY.

Booking at MOUTRIE'S.

"YELLOW PERIL."

EX-KAISER'S OUTBURST.

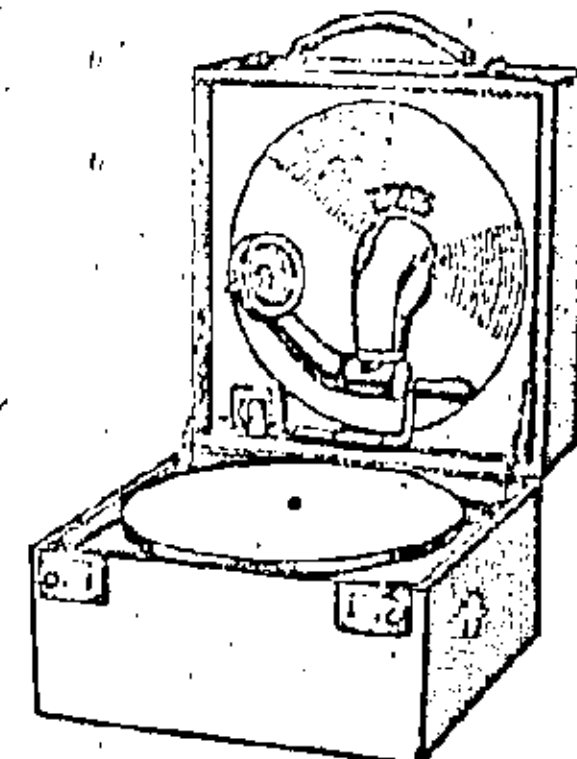
Commenting on the effusion reported recently by Reuter, the Observer states:—

We publish elsewhere a communication in which the ex-Kaiser expounds his view of world-politics, the duty of the white races to each other, and particularly in Germany, and the imminence of the "Yellow Peril"—after thirty years of imminence, still imminent. It is not surprising that the picture which is now issued in a second edition from Doorn should be enriched with touches of deeper gloom. The prophet stands astonished at the accuracy of his own prognostications. And the world, as he sees it, permits him several consoling reflections on his own wisdom in the past.

The present pronouncement contains much that is informing. It appears that there is a secret clause in the Treaty of Versailles which none of the long series of indiscreet histories of the Conference has yet disclosed. An Indo-Thibetan army is forming in "Eastern China." Its destination is obvious. The Teutons are now to be regarded as "Easterners," and, therefore, racially tempted to join in "threatening" with extinction "Culture, Religion, Civilization." "America could and should have kept out of the last war." The document is characteristic. It is a queer but authentic jumble of sense and nonsense—a self portrait with all the incisive truth of a good caricature.

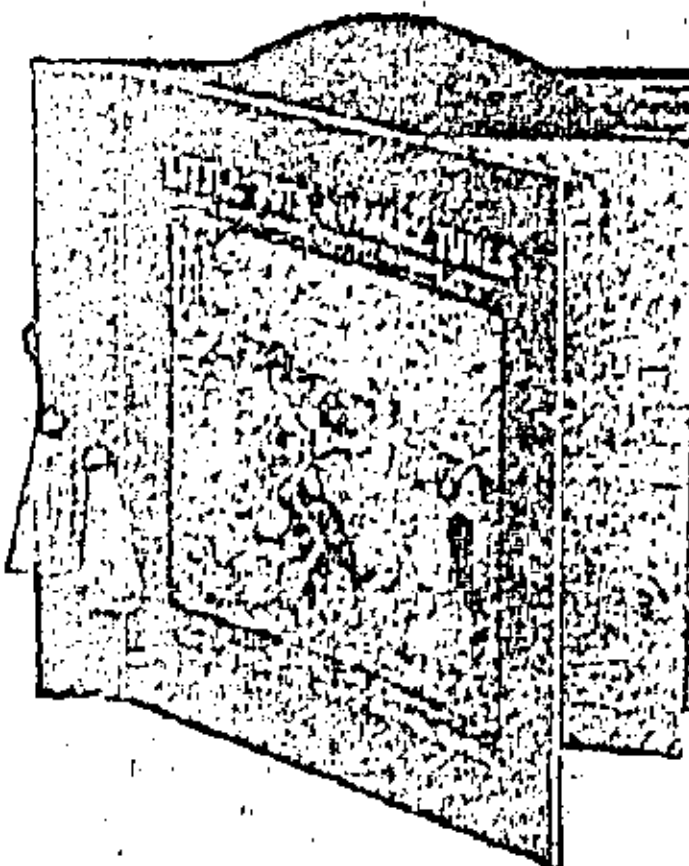
In the matter of tails, certain apes are ahead of man in the process of evolution, says Dr. Adolph H. Schultz of the Carnegie Institution. Dr. Schultz says both apes and men are believed to have descended originally from ancestors which had long tails like present-day monkeys. The tails have disappeared as a result of evolution but rudimentary tails, consisting of bones imbedded at the base of the spine, still are present in both apes and men. Dr. Schultz says that certain types of apes have rudimentary tails which are smaller and less pronounced than the rudimentary tail of men.

CHRISTMAS IS COMING IDEAL GIFTS FOR THE KIDDIES



DECCA

PORTABLE GRAMOPHONE From \$30.00



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9 Books all Different 3 D/Side Records in each Book
NURRY RHYMES
MUSIC BOOKS
BEAUTIFULLY ILLUSTRATED
ALL AT
ANDERSON'S

MASSAGE

Mr. N. AKAJI,
Mrs. E. AKAJI.
Graduate of Tokyo Massage School
No. 25, 2nd Floor, WYNDHAM ST.
HONGKONG. TEL. C.405

AUTO-GIRO SUCCESS.

NEW FLYING MACHINE DESCRIBED.

Sir Samuel Hoare, the Secretary of State for Air, Air Chief-Marshal Sir Hugh Trenchard, Chief of the Air Staff, and Air Vice-Marshal Sir Geoffrey Salmond, Air Member for Supply and Research, were among the many scientists and aircraft designers who watched at Farnborough recently a convincing demonstration of the capabilities of the Cierva auto-giro flying machine.

All the official tests have not yet been completed, but the flights were convincing proof that the auto-giro can be flown with safety without the aid of wings (as normally understood) and, what is more important still, can be landed on the ground safely after an almost vertical descent.

Briefly, the present experimental machine is merely an ordinary Avro fuselage with the wings removed and a central pillar installed, attached to which are four narrow planes, some 17ft. in span, which revolve at a slight angle to the horizontal plane. Once they are turning at a rate of about 120 revolutions a minute, the forward speed of the machine serves to keep them revolving at that rate (hence "auto-giro"), and at that rate of revolution they are capable of supporting the weight of the machine. The only controls needed are a rudder and elevators, which are used as normally. One great advantage claimed for the machine is that, if a position equivalent to a stall in an aeroplane is reached the machine merely sinks downwards and forwards. Thus a sudden engine failure is met by the simple manipulation of the elevator controls to govern the actual rate of downward descent, which, as there is little forward momentum, results in a run after touching earth of not more than a machine's length.

Captain F. T. Courtney, who has been constantly demonstrating the machine since its arrival, proved the validity of this claim by bringing the machine down hard on to the ground. It descended at an angle which seemed to be about 60 degrees to the horizontal, sank down heavily on an oleo under-carriage specially fitted, and stopped dead in about two yards. Such a performance is beyond all doubt a great stride in the progress of aeronautics. The Auto-Giro is not a helicopter, but it seems to have achieved by other means most of the theoretical qualities which have been sought in vain, so far, in that line of research.

Captain Courtney afterwards took the Auto-Giro for an extended flight, turning and climbing and once stalling to make the machine sink steadily under complete control. He then made a gliding landing, which resembled very much that of a normal aeroplane except, of course, for length of run after touching.

American papers report that the world's record derelict has turned up again. This is the Governor Parr, a four-masted lumber-laden schooner which has been playing hide-and-seek about the waters of the world for rather more than two years.

She left a Nova Scotian port in September, 1923, with a cargo of a million and a half feet of lumber, and bound for Buenos Ayres. Within a week of departure she struck terrible weather, lost two of her masts, and her crew were taken off by a passing vessel. She was a menace to North Atlantic navigation, and in January, 1924, consguard cutter found the Governor Parr waterlogged, and started to tow her to Halifax; but heavy seas compelled the cutter to cast her loose before reaching port. In the August of 1924 she was boarded and set afire, but survived this, and was next heard of (October, 1924) off the coast of Portugal; then again near the Canary Islands.

Nautical wiseacres predicted that if the derelict continued to keep afloat she would appear later near the Lesser Antilles, and this latest news, which report her appearance north-east of the Virgin Islands, seems to bear out their theory.

POPULAR A.S.P.

PRESENTATION TO MR. J. KERR.

A presentation by his colleague of the Force to Mr. J. Kerr, Assistant Superintendent of Police, on the occasion of his retirement and impending departure from the Colony, was made this morning.

The function took place in the Canteen, the gifts being handed over by the Captain Superintendent of Police, Mr. P. P. J. Wedderburn, C.I.E., in the presence of the various departmental chief and senior officers of the Force. Mr. Kerr is to settle down in Australia.

CHESS.

THE COLONY CHAMPIONSHIP.

Through the Kowloon Chess Club the chess championship of the Colony is to be revived after having been in abeyance for several years. The entries are so very many and the names of several notable players are at hand. However, there will be plenty of interest, for in place of the usual knock-out competition the championship will be run on American tournament lines—each contestant playing all the others.

It is expected that the game will be started next week. Entries, which closed yesterday, are as follows: Sir Henry Pollock, Rev. N. Evans, Messrs. F. H. Bonnerman, J. Wheldon, J. Rowell, C. Sequeira, P. A. Rozario, van Gennep-Luhns, S. G. Hayes, D. Carvalho, H. Randall and S. Purcell.

No cup has so far been presented for competition, but there is to be a prize of a valuable nature for the winner of the tournament.

"IOLANTHE."

THE A.D.C. CAST.

Booking is now open at Anderson's for the coming production of the Gilbert and Sullivan opera "Iolanthe," which is to be staged at the Theatre Royal on December 11th, 12th, 14, 17th, 18th, 19th and a matinee on the 16th.

The cast is as follows:—The Lord Chancellor, Mr. A. J. J. Brock; Earl of Mountararat, Lieut. D. M. Ryeoff, R. E.; Earl Toller, Mr. D. Morgan Richards; Private Willis of Grenadier Guards, Mr. G. H. Piercy; Strophon (An Arcadian Shepherd), Mr. J. C. Lyl; Queen of the Fairies, Mrs. Neil Matheson; Iolanthe (a Fairy), Mrs. Stanley Collett; Celia, fairy, Mrs. L. C. F. Bellamy; Leila, fairy, Miss D. Panchen; Pleta, fairy, Miss V. Jefford; Phyllis (An Arcadian Shepherdess and Ward in Chancery, Mrs. A. M. Bowes-Smith.

LOCAL BOXING.

THE NOVICES TOURNAMENT.

The Hongkong Boxing Association's Novices' Tournament will start at Murray Barracks on Monday and Tuesday the 30th inst., and the 1st. December at 6 p.m. The charge for admission will be \$1, with the exception of the Services, who will be admitted free. All entrants are to be weighed in on H.M.S. Ambrose at 5.15 p.m. to-morrow, the 29th inst., and they must be at Murray Barracks on the first day by 5.46 p.m., to be medically examined.



"My heart burns with love for you!"
"I don't care for roast pork!"
—Journal Amusant, Paris.



BUY
MORE
RICH THICK
CREAM

WOMEN'S INTERESTS

NOTHING
NICER
THAN
NESTLÉ'S



Fur coat models on display in New York.

The fur coat remains the piece de resistance of the winter wardrobe. Like the diamond bracelet or the extremely becoming hat, it is a moral support as well as an extravagance.

Regarding the subject of the fur coat, let us begin with the usual news item, which has now become a hardy annual: fur coats are lovelier and more attractive this season than ever before.

Furriers have lost their old awe of fur. They treat it just as if it were serge or velvet, and tailor or drape accordingly. They do not construct the coat with the idea of everlasting life and service in mind. They make it partake freely of the current mode. It has all the new tricks in the way of flares and scarfs and fancy

pockets, just as the humblest cloth coat.

Likewise, the fur itself has become less important than the lines it takes. Pelts of such low origin as pony, gazelle, goat, rabbit, and even cat and rat are given great beauty and intriguing names by scientific cutting and shearing.

For sport and general hard daily usage, racoon, sealskin, caracul, nutria and the shaggy furs like cheverette kid and goat are most popular.

For afternoon Persian lamb, mink, beaver, kolinsky, sable and combinations of these are liked. For evening, of course, you can't do better than ermine or chinchilla, but sable will do.

The photographs will guide your extravagance. The ermine

evening coat is banded with fluffy white fox and is sufficiently ample to drape luxuriously about the figure.

The caracul model, with the surplice opening and the full front, comes in a new shade called oyster and is banded with platinum fitch making it a symphony in grey.

The striking feature of the kolinsky coat, is use of leopard silk, pleated and used for a wide collar and puffs in the sleeves.

Concerning the remaining coat, we need say little, except that it should be worn with more clothing, preferably a sport skirt and jumper. It is included because it shows the simple type of Hudson seal sport coat that will be very popular for day wear, and because it has pictorial value.

ROYAL MAUVE.

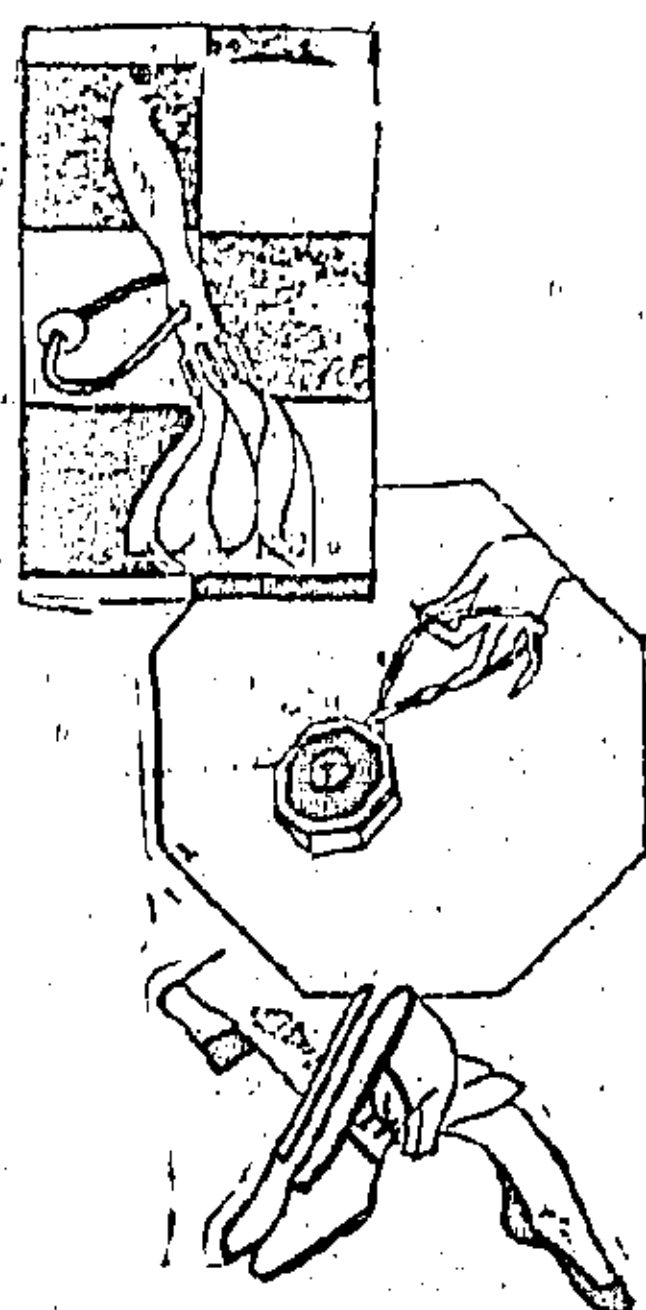
The time is long past when mauve was considered a shade to be worn only by elderly women or others who wore in that peculiar dress state known as "half mourning."

Nowadays those mauve shades which someone once called "baby purples" are worn by all ages of women, from bassinette to bath-chair days.

The ladies of the Royal Family are very fond of misty mauves and colours which resemble the old-fashioned sweet-smelling "cherry pie" blooms. It is rare that the Queen is seen many times without having at least a touch of mauve about her hat or gown, and frequently she is dressed almost entirely in such shades.

The Princess Royal also likes mauve. Princess Arthur of Connaught sometimes wears orchid colours, and Princess Mary lately has shown a decided liking for these shades. At the Harrogate Agricultural Show the other day the Princess wore a mauve crinoline hat, which suited her admirably.

VERY CHIC.



The umbrella pictured has a smart carved parrot handle. The parrot has bright black eyes and, with the black silk cord they make a dashing contrast. The once and twice daintily with brilliant centre and beaded chain is another pleasing accessory. To complete the black and white colour scheme, are white silk hose with black pointed heels and white kid slippers trimmed with patent leather.

FUR-LINED GEORGETTE.

The loveliest and most delicate fabrics are fur-lined for the making of the exquisite evening wraps and coats that are to be worn this season. A surprising effect is achieved by allowing the flared skirt of a black georgette coat to hang away from its foundation of moleskin especially when the skirt itself has a deep border of the same fur. The semi-transparent appearance of the lower part of the coat makes one apprehensive for the wearer's comfort and warmth till a glimpse of the fur lining is obtained.

Chiffon velvets and silk crepes are frequently lined with fur; a dark brown pelt makes a beautiful contrast to corse or ruby velvet, while ermine or some silver-hued fur will be used with green or puce pink fabrics.

THIS WEEK'S RECIPE.

QUICKLY-MADE CAKES.

Coconut pyramids are so simple to make. Beat up an egg, and stir in a quarter of a pound of desiccated coconut, two ounces of caster sugar, and a little ground rice or cornflour. Mix well, mould into pyramid shape, and bake in a moderate oven till slightly browned.

ADVICE TO THE FLAPPER.

It has been said that a beautiful face is a silent recommendation.

But the lily need not be painted. Young girls bear this in mind.

Rouge never snared any worthwhile man. A veneer so thin any eye can pierce.

All things in moderation. If carmine you must have, use it SPARINGLY.

Those alabaster faces chalked with powder with a crimson cupid's mouth drawn artificially shock the crowd. They also amuse a certain type of men who see in such adornment a sign.

There is nothing to take Nature's place in the modelling of appearance.

And paint reaches only to the skin. It is less than skin deep. Besides it is a barbarous self-delusionment.

The savage applied stains to frighten his enemy.

Modern woman does the same thing except that instead of repelling she believes she is attracting.

Take a lesson from the aborigine. He had the matter solved right years ago before good complexions were so scarce and night life and synthetic gin took the velvet off a lot of cheeks.

PLEASURE FROM PICTURES.

There's a right way and a wrong way of hanging pictures as of doing everything.

First of all, for a glance at the wrong way—the drawing room with its unrestful walls dotted with all sorts and sizes of pictures at all sorts of heights—photographs, water-colours, engravings, coloured supplements. Then the dining room with its dark walls, made to look darker and dingier by the gloomiest pictures in the house, the pairs of steel engravings, the enlarged photographs, the big oil painting that was a wedding present from someone or other and hangs there simply because no one can think what else to do with it!

Now for the right way: To begin with, don't have too many pictures! Photographs, as a rule, aren't pictures at all, and they are much better in the old-fashioned photograph album than on your walls, for they only fade when exposed to the light too much.

Above all, your walls want to be restful. You don't want the eye to be distracted by the sort of jumpy, spotty effect so many people seem to think is the thing for drawing room decoration. Choose a few good things and hang them carefully and systematically.

Don't hang them too high. You want them to be seen by people, not giraffes; and don't hang them at all sorts of odd heights.

See that you get them just at the level of the human eye, and have the lower edges of the frames on an imaginary line running all round the room. You will be surprised at the difference the observance of this simple rule will make to the look of your walls.

Don't hang your darkest pictures in a dark room. Choose for such a room the lightest and brightest you have—cheerful, "atmospheric" water-colours with lots of light and colour in them, and with white mounts for preference.

As for the white elephant family portraits and oil paintings—if they have a sentimental value, or if you will jeopardise a legacy by parting with them, keep them by all means, but hang them in the hall.



Gown of lustrous gold brocade with very full skirt lifted at the hemline to show smart irregularly. Brown tulle edges the skirt and gold flowers at the shoulder relieve the severity of the shoulder line. The looping of pearls at the back of the costume is a French idea.

TO MAKE THE HIPS SLIM.

To reduce the hips by exercise there is no better exercise than high kicking.

Hold the body erect, stretch the left arm out quite straight and on a level with the shoulder, then kick with the left leg, endeavouring to reach as high as the hand. Repeat several times, then exercise with the right leg, stretching out the right hand. At first it will not be easy to kick as high as the hand held on a level with the shoulder, but with practice it will be possible to reach a greater height.

To reduce the arms, grasp some light object, such as small book,

and swing the arm round and round.

Occasionally it is only the upper arm that requires reducing, and when this is the case massage will be found the better plan. Get a loafah, split it open, and fold like a pad. Soap it thoroughly and soap the arm. Then rub briskly from the elbow toward the shoulder. Care must be taken not to rub too hard, especially if the skin is very fine and sensitive, but, provided the loafah is thoroughly soaped, only a temporary redness will remain, and a very marked reduction in the measurement can be effected in a short time. Do not apply the loafah more often than once daily, during the bath or immediately after.

READY TO DAZZLE BROADWAY.



Mlle. Yvette Darcys, idol of the French music halls, is a figure that has won her many prizes. Because of this, and also because she can dance and sing, she has contracted to appear in Ame Fou at a salary of over \$3,000 a week.



BY JULIA PARKER. IN "THE LOVE SONG."

My favourite beauty treatment is the arm massage I give myself weekly. First I cleanse my skin with warm water and soap and a complexion brush. Then I dry in thoroughly and apply olive or sweet almond oil with a gentle circular motion, working up from my wrists to my shoulders and back.

After about five minutes of this, during which I cover every inch of my arms, I wipe off the oil with a cloth, then go over the entire surface again with ice dipped in a Turkish towel. This closes the pores and has a tendency to harden the flesh. If you do this regularly, you need never worry about looking your best in the sleeveless gown.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 13.

LUCKY OPAL.

At last the luck of the opal has turned—as far as fire opals are concerned, at any rate. Mexican fire opals, in orange or lemon colour, are the Bond-street talisman of the moment. The stones appear chiefly in rings, and a striking specimen showed an orange fire opal set in a square of Chinese jade. Fire opals are also used for pendants and earrings.

Other favourite gems are the canary diamond and star and mauve sapphires. Precious and semi-precious stones, like fashionable fabrics and furs, seem to appear in an exceptionally wide range of colours, and unusual shades are to be observed.

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10% DISCOUNT FOR CASHGET IN ON THIS WONDERFUL
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OXO IN JARS

2 oz. Size 45 cts. nett

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We are still offering.

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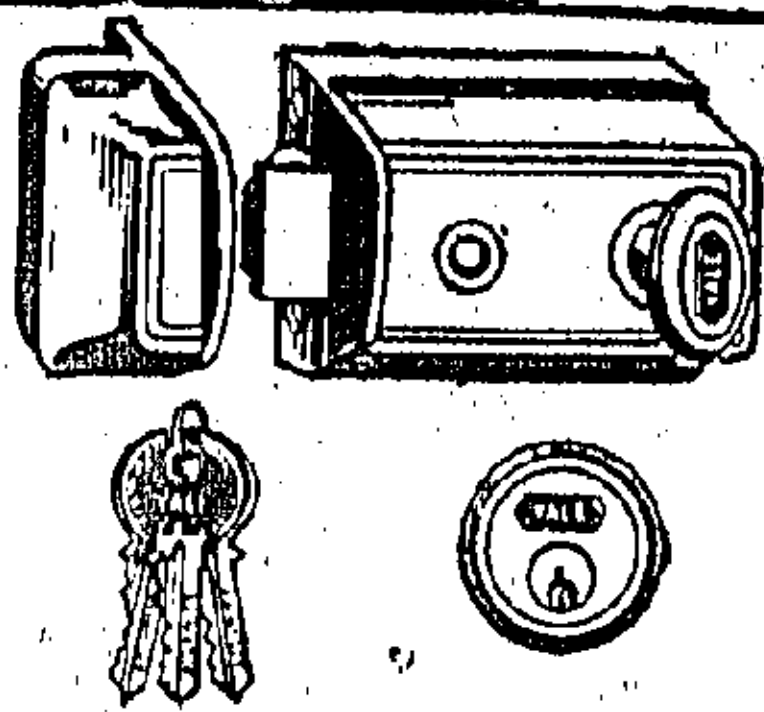
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A Yale Cylinder Night-latch cannot be picked or forced, and can only be opened by the proper key. The word "YALE" means absolute security.

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MUSTARD & CO., LTD.

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The Telegraph.

SATURDAY, NOV. 23, 1925.

THE NORTHERN CRISIS.

Any who may have attempted to follow that conflicting mass of fact and rumour which goes to make up what is known as Chinese politics must, as regards happenings in the North during the past few weeks, have been well-nigh bewildered by the maze of cross-purposes and actions of the central figures. New names of leaders and parties crop up all around, an underling one day is a warlord the next, an arrangement one day leads to an open breach and fighting the next, and so on in a host of Provinces until the mind cracks up over the details and gets back to broad generalities. One has to leave off trying to follow each little bit of a jazz mosaic and stand back to get the effect of the general picture. And in doing so to-day, one finds that through a very big revolt among his own men—Commander fighting Commander—Marshal Chang Tso-lin, the great Mukden Warlord who has virtually terrorised or defied Peking for years past, has suffered at least a temporary eclipse. One cannot hope, at the time of writing, to indicate the true position as regards Chang, for rumour has it that he has been made a prisoner and then rumour denies rumour. But it is certain that he has gone out of the centre of the picture for the moment, for Reuters tell us that the Peking Government, in making a number of Cabinet changes in consequence of the Mukden coup, submitted its proposals to General Feng Yu-hsiang for his formal approval. That would make it appear that the "Christian" General has had his position so immensely improved by the revolution in Mukden that he now holds the power over the Government. Chihli has had the boldness to declare "independence," and that act in itself tells us how much control Chang has lost.

The all engrossing question, at the moment, is in regard to the nominal alliance between Feng Yu-hsiang and Wu Pei-fu—an alliance into which they entered for the sole purpose of crushing Chang. Feng now becomes the great dominating personality, because the strength of his army, his sphere of influence and his control over important subordinates is very much more an actuality than Wu's.

General Sun Chuan-fang, the commander of the Chekiang forces which dominate Fukien, Chekiang, Kiangsu and southern Shantung, is supposed to be a vassal of Wu Pei-fu's, but past history has taught us not to trust too much to the loyalty of Chinese leaders who grow over-strong. If Feng and Wu could settle their personal differences and if all those big military commanders under them were in the mood to remain loyal, then there would, at long last, be a prospect of peace in the north so soon as the present revolt in Manchuria has exhausted itself. The great triumvirate of Chang, Feng and Wu was always a menace, and if Chang has been rendered impotent and if the temporary alliance between Feng and Wu could be made stable, then northern China might view the prospect of peace. With regard to the position of the South vis-a-vis with the North, it should scarcely be too much to hope that a peaceful and amicable arrangement might be come to.

The conclusion is being forced on us more and more every day that unless China soon becomes the home of a stabilised and central authority, she will inevitably fall a victim to the process of feudalisation and become a country sharply divided into the spheres of influence of respective Warlords with all the interminable fighting and disruption that such a state would involve. It has all too long been true that the military forces are controlled by mercenaries under political chieftains who are not seeking political power but for revenue-bearing territory, and unless there speedily comes an alliance of big men for the country's sake and the consequent cessation of greedy grabbing, the present state will become chronic instead of transitory. Feng and Wu would now appear to have a great chance.

The Age of Utility.

We notice that amongst the more conservative sections of the citizens of Washington a protest is being made against destroying the old-time beauty of the American capital in the interests of what is termed cold-blooded utility. A "greater Washington" movement is afoot, and the aim of those conducting the campaign is to attain a population of fully a million souls. In the process, many of the beautiful trees of the city are being marked down for destruction because of a demand for wider streets, whilst numerous little parks, squares and circles are being demanded for use in the parking of motor-cars. "By the destruction of trees," says one writer, "several streets have been spoiled, and a campaign is on to spoil more." Hand-in-hand with this movement is a big building scheme—new houses of standardised pattern, which are described by their critics as deadly monotonous in style. "What the fire and earthquake did to San Francisco is nothing to what the 1,000,000 boosters will do to Washington if they have their way," says another commentator. We suppose that in these days of utilitarianism there can be little hope of preserving the old-time appearance of big cities. The same process of change is to be noted in London; and we see even here in this Colony a reflection of the same movement on a necessarily smaller scale. In some respects it is regrettable, but we presume that these things have to be. None the less, we have a measure of sympathy with those who regret the passing of old landmarks, for we remember that the flat has gone forth against those fine old banyan trees in Kowloon which so picturesquely fringed Nathan Road and add greatly to its charm and dignity.

Siam's Loss.

The death of the King of Siam has come at a time when the whole world has its eyes turned to the Far East and the changes therein taking place. Following so shortly after the virtual deposition of his Queen, and the birth of a daughter by his secondary consort, the death of the ruler of Siam is in itself sure to attract more attention than otherwise. But in his demise the student of

DAY BY DAY.

THE SELFISH MAN SUFFERS MORE FROM HIS SELFISHNESS THAN HE FROM WHOM THAT SELFISHNESS WITHHOLDS SOME IMPORTANT BENEFIT.—Emerson.

The opening rate of the dollar on demand to-day is 2s. 4.7/16d.

Lieut. C. J. Yoo, 1st East Surrey Regiment, has qualified at the 16th qualifying course, held at the Machine Gun School.

His Excellency the Governor (Mr. Cecil Clementi, C.M.G.), has consented to become patron of the local branch of the Y.M.C.A.

Leave on private affairs has been granted to Capt. R. A. F. Montanaro, M.C., 1st Bn., East Surrey Regiment, and to Major R. R. Lewis, R.A.M.C.

The following extract from the *London Gazette* is published in Command Orders:—Major Instructor in Gunnery. Bt.-Lt. Col. H. B. L. G. Gunn, D.S.O., M.C., R.A. relinquished his appointment, 2nd October, 1925.

Amongst the passengers who arrived from Home by the P. & O. liner *Kashgar* were Mr. F. J. Kemp, Mr. and Mrs. R. M. Henderson, Mrs. Featherstone, Mr. and Mrs. G. P. de Martin, Miss I. A. Blair, Mrs. Stark and Mrs. T. C. Todd.

A Chinese woman, who was staying at the Cheung Fat Boarding House on the Central Praya, committed suicide yesterday by hanging herself with a piece of hemp rope on the verandah of the house. The remains were taken to the Mortuary.

The arrangements at St. John's Cathedral to-morrow, the 1st Sunday in Advent are:—8 a.m., Holy Communion; 10 a.m., Children's Toy Service; 11 a.m., Matins, preacher the Chaplain, on "Devotion and Ourselves"; 6 p.m., the Rev. E. A. Ridgen, R.N., will preach on "Tradition."

In connection with the recent kidnapping of forty students from the Pui Ying College at Fong Tsuen, General Li Fook-lum has reported that, operating with armed launches of the Naval Bureau in the vicinity of Leung Sha and Cheung Mo, he has succeeded in rounding up many of the bandits, as well as effecting the release of eight of the students and three merchants who were kidnapped from a train on the Samshui railway recently.

Charged with wounding another female with whom she had been living, a Chinese woman told Mr. R. E. Lindell this morning that she was suffering from an attack of dizziness at the time, and did not know what she was doing with the chopper with which it is alleged she inflicted a severe gash over the left eye and shoulder of the other woman. Inspector Peter Grant stated that the woman was in no danger, though still confined in hospital. His Worship remanded the case for a week.

eastern affairs will see more than the mere interest attaching to the passing of a king. The late Rama VI was essentially a close friend of the European nations who have territories adjoining Siam, and especially the British people, in whose country he had a large part of his western education and military training. What this has meant to the nations concerned is evident from the very amicable relations existing between the Siamese administration and foreign representatives. In passing, it might be recalled that Siam, like Japan, was able to do away with extra-territoriality when her judicial system had been organised on the plane of the western practices, and thus early set a remarkable example to her vast neighbour China, of a small state modelled on the best lines of government, and ever progressing, despite the adherence to the regime of a kingdom—the smallest independent kingdom in Asia, and almost the only one left besides Japan. But in the death of Rama VI we do not merely observe the passing of the ruler of a picturesque land, but also the end to a reign of great enlightenment, during which several modern reforms were set on foot. In losing their late sovereign the Siamese people have suffered a great bereavement, and their country has lost a man whom it would be difficult to replace. For Britain it means the demise of a sincere admirer and an old friend and ally.



"When 'The Old Curiosity Shop' was appearing as a serial and Little Nell lay in sore jeopardy, Dickens used to receive many letters by every post imploring him not to let the girl die. This past week I have had a similar experience, for I have been simply inundated with letters, writs, telegrams, picture postcards, telephone-calls, and personal visitors beseeching me not to let Mouldy Martha murder Connie Cornorake. Well,



richly as I think Connie deserves this fate (for she is a silly little fool) I had decided to yield to the pleas of my readers, and give my story a happy ending. I think you will admit, when you read the final chapter below, that I have worked it very ingeniously. Heinrich Schmidt, the Scotch waiter, the mysterious man with only one whisker, the curious presents and cryptic messages which Connie received—all of which no doubt, seemed wholly confusing, and illogical to the reader—are all accounted for in one short sentence; and I dare swear that not one of you, my hearties, will be able to foretell the perfectly splendid final climax which I have devised.

The name of the defendant in a recent London County Court case was Tscheknikowskitch. The advantage of a name like this is that when not required for use as a patronymic it makes an awfully good sneeze.

GARDENING FOR THE WEEK-END.

Return next-door's lawn-mower.

POEMS FOR THE PETS.

(A series of moral verses for juvenile readers)
A very lazy little girl
Was Rhoda Henrietta Searle.
In spite of all her mother's warnings
She wouldn't get up in the mornings,
But snuggled down beneath the clothes
To seek additional repose.
A new domestic came one day,
Not knowing Rhoda's little way.
She stripped the clothes from off the cot,
And to the laundry sent the lot.
Unmindful that within the heap
Miss R.H. Searle lay fast asleep.
Result: the laundry boiled young Rhoda
In a trough of suds and soda!

I am very grieved to read that in direct defiance of the Rat Act, rats have been increasing in numbers during the past twelve months. This leads me to suppose that the rats themselves are unaware that the whole object of the Act is their extermination, for I cannot think that any self-respecting rat would deliberately persist in increasing itself in face of the Health Ministry's express edict to the contrary.

Of course, ignorance of the law is not accepted as any excuse for violating it; but I, nevertheless, think that better results would be obtained if the purport of the Act were explained to the benighted vermin. Many of them,

A collision occurred between a Hongkong Hotel Garage car and Mr. Fred Ellis' car in Stubbs Road yesterday. The wheels and other parts of both vehicles were damaged.

Through attempting to cross the road in front of an approaching car, a Chinese girl was knocked down and was injured, in Pedder Street yesterday. She was taken to hospital but not detained.

A raid which was carried out under an arms warrant yesterday yielded various results in the discovery of a quantity of prepared opium and a number of forged labels. A house at Tung Street was entered by a police party under the direction of detective Sergeant Whellan, and two of the inmates were arrested.

too, probably don't know that they are expected to eat the attractive poisons put down for them; but if it were once pointed out to them that if they ate arsenical paste they would never eat anything else; I feel sure they would cheerfully co-operate in their own extinction.

The advent of autumn has doubtless proved a welcome feature to many folks who have been eagerly anticipating a resumption of those occupations and recreations peculiar to the season. Its arrival leaves me, however, absolutely lacking in enthusiasm, for I cannot regard October as anything but the vanguard of winter, and winter in England is always a hectic time for me, who am of Italian extraction (garlic on my father's side, and macaroni on my mother's). In other words—

Autumn tints of brown and yellow

Fascinate the artist-fellow;
Promises of frost make happy
Every blessed plumber-chappy.

Pheasants soaring on the swing
Make the sportsman laugh and sing;
Tootlings on the hunter's horn
Gladden Belvoir, gladden Quorn.

Greens of dying referees
Every football fan will please;
In the bitter cold of night
Baked potato-men delight.

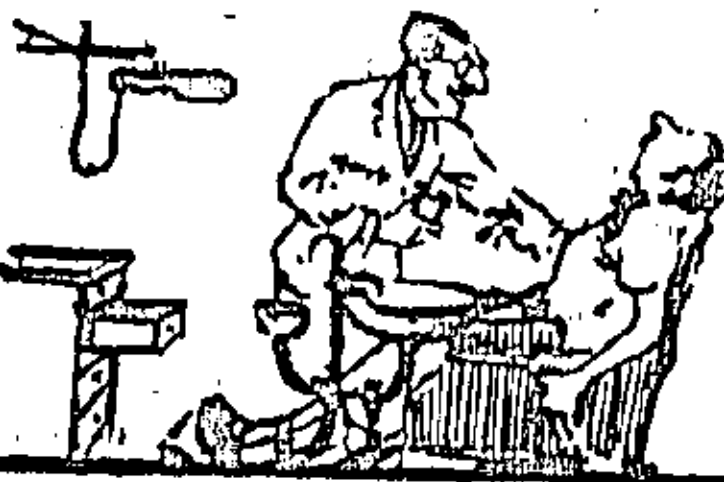
Yet to me does Autumn mean
Nought but swabs of iodine
On my fingers and my toes,
On my ears and on my nose,
And down my throat—

QUININE!

"However good one's memory may be," says an article on "Evidence" in a legal magazine, "there always comes an occasion when it plays you false." I entirely agree, though at the same time there is one incident in my career which I would cheerfully wager your shirt I shall always remember. Some few years ago, when all we Acting-Brigadiers (with the substantive rank of 2nd Lieut.) were cultivating Pelmanism, I took a special Intensive Course of Memory Training. At the conclusion of the course, in which I qualified with honours, I came away and forgot to pay for it.

MOULDY MARTHA, THE
MACCLESFIELD MURDERESS;
OR, SHOULD THE GREENGROCE
TELL?
Captor. X.

Slowly Connie Cornorake regained consciousness; but when she opened her eyes Mouldy Martha had vanished. Gone, too, was the apartment in which she had so clumsily collapsed into the coal-box. And the coal-box had disappeared also. Instead,



she found herself reclining in a comfortable chair in a room with which she was vaguely familiar. A figure in white was standing by her side in the act of handing her something.
"There! Just rinse your mouth with this," Miss Cornorake, "said the dentist.
THE END.
(Thank goodness!)

A watchman employed for duty at the coal depot of Messrs Jardine, Matheson and Co. at East Point was drowned in the small hours of yesterday morning. It is supposed that during an epileptic fit from which the man was stated to be chronically suffering, he fell over the Praya wall. A number of boatmen who had heard his cries took a boat out to the rescue, but were too late. They later brought his lifeless body ashore.

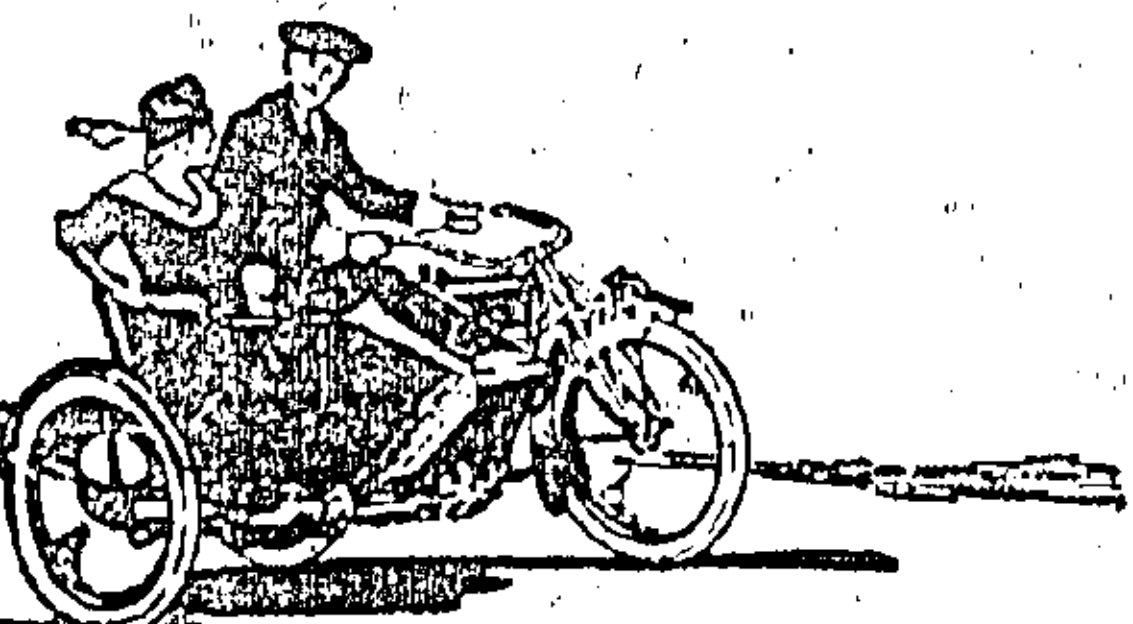
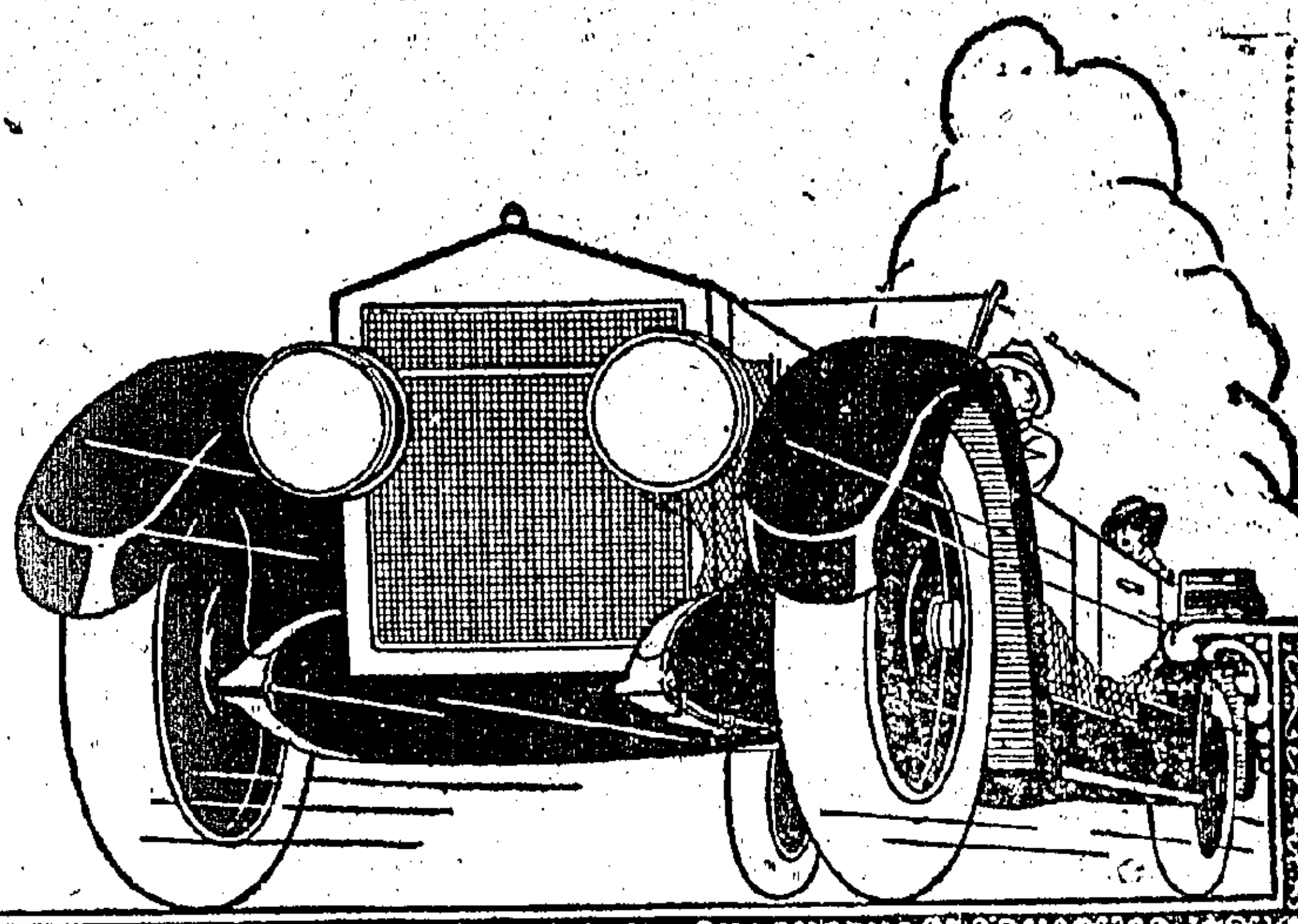
Passengers leaving by the Empress of Australia included Mrs. F. Ellis, Mrs. J. S. Mason, Miss Pik Wun-ha (the noted Chinese actress), Mrs. E. Stone, the Rev. Murray Walton, Mr. N. J. Perrin and Mr. F. S. W. Focken.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 28th. November, 1925.

(Being The Official Organ of the Hongkong Automobile Association).



CURRENT COMMENT



Ambulance Service.

We sometimes wonder if some of our Officials ever make the slightest effort to investigate complaints which are all too frequently made concerning some of our important public services. The public has every right to criticize essential services and to make suggestions, but although perfectly legitimate complaints are published from time to time in the local Press, it is only on rare occasions that notice is taken. We are almost tired of drawing attention to the slipshod system of first-aid service provided in Hongkong. This last week or so has seen many expressions almost amounting to censure, and deservedly so, when it has been officially admitted that no ambulance was available for a serious roadside casualty when required. There would have been some excuse had other serious cases needed attention at the same time, but apparently such was not the case. When an ambulance is sent out urgently, there is no means for the driver to assert his right of way over all other traffic, and even the traffic police take no steps to signal ordinary traffic to the side of the road to enable first-aid service to pass. Surely it must be understood that life or death may depend upon but a few minutes, and the fact that an ambulance has to take its chance with other traffic, shows deplorable indifference on the part of those responsible for the provision and control of the service. After months and months of criticism, two new motor ambulances were provided, but apparently those who ordered them think that the mere provision of two comfortable vehicles satisfactorily settles the question. The danger that illusion is shattered the better.

That Overloading.

We don't know whether the authorities have taken any action to prevent the motor cars used in the hire service between Un Long (in the New Territories) and Kowloon so over-loading as to cause the dangerous projection of over-hanging baskets, but, judging from what we saw on Sunday last, they have certainly taken no effective steps to prevent these vehicles carrying passengers far in excess of their recognised capacity. One wonders whether there is any attempt ever made to limit passengers in Chinese garage hire vehicles, because cars can frequently be seen passing along the streets, especially along the Castle Peak Road, hopelessly overcrowded. When seven or eight passengers are jammed into a five-seater and when baskets of produce are slung over the sides, in addition, the car obviously becomes a danger to all concerned and especially to other road traffic.

Welcome Progress.

There seems to be the prospect of the road improvement at the junction of Nathan and Coronation Roads, Kowloon, at long last being completed. The work of removing the hill and straightening up the road has been going on for many, many months, and the Government (or the contractor doing the work) has made the site into a one-quarry with little or no regard to haste in clearing. Stone breaking and stone dressing has been more in evidence of late than site clearing, and we were pleased to note over the week-end that some actual pro-

gress is now being made in getting the hill face dressed and the road level cleared for traffic. This is a very important road improvement and one that should have been hastened with.

Justified Protests.

We are glad to notice that correspondence has been published protesting against the unnecessary obstruction on the footpath outside the lower Peak Tram Station. At this particular point it is difficult to see how the road can be widened, a fact which makes it all the more necessary that the small amount of space available for pedestrians, should not be encroached upon. If the footpath is Crown property, we have little doubt but what action will be taken. But, if, on the other hand it belongs to the Peak Tram Company, we can only hope that the directors will be willing to forego whatever small income may be derived from the rental, in the interest of their patrons who have every right to expect the provision of a safe approach to the station. After all, we imagine that very few Peak residents patronise the stall in question.

Motoring for All.

Predictions have been made from time to time concerning the dawn of the promised era of cheaper motoring. Before the Great War, there was considerable talk of the revolution in prices which was impending. Subsequent events called a halt in the progress, but during the last year or two, the welcome signs have reappeared that manufacturers all over the world are alive to the vast business to be done in moderate priced motor cars. There is however a great difference between the low priced cars of to-day, and some of the products of the earlier attempts to place cheap machines on the market. In the first place, the cheaper car was really in the nature of an experiment, an effort to build an automobile that would give fairly dependable service, but an automobile from which too much was not to be expected. That unsatisfactory reservation no longer exists, and to-day, there are numbers of extremely low priced machines with reputations for service which must satisfy the most critical motorist. The recent Motor Show at Olympia has demonstrated the keen competition which exists in the automobile trade, and it is more than manufacturers dare risk, to allow the inclusion of any doubtful feature in their respective products. In this respect, one of the most amazing values offered is that of the Essex six cylinder coach or touring car at the extremely low figure of two thousand Hongkong dollars. Equipped with a most efficient and economical power unit, provided with body work of an exceptionally high standard, these cars represent value which was undreamt of when low priced cars were predicted. The Hudson revised price is equally attractive, and it is such examples as these which really do give the assurance that motoring, one might say luxurious motoring, is no longer the privilege of only the affluent.

FAULTY BRAKES COMMON.

Thirty-eight per cent. of the brakes tested by the Hartford (Conn.) police were found to be faulty. Several fines resulted.

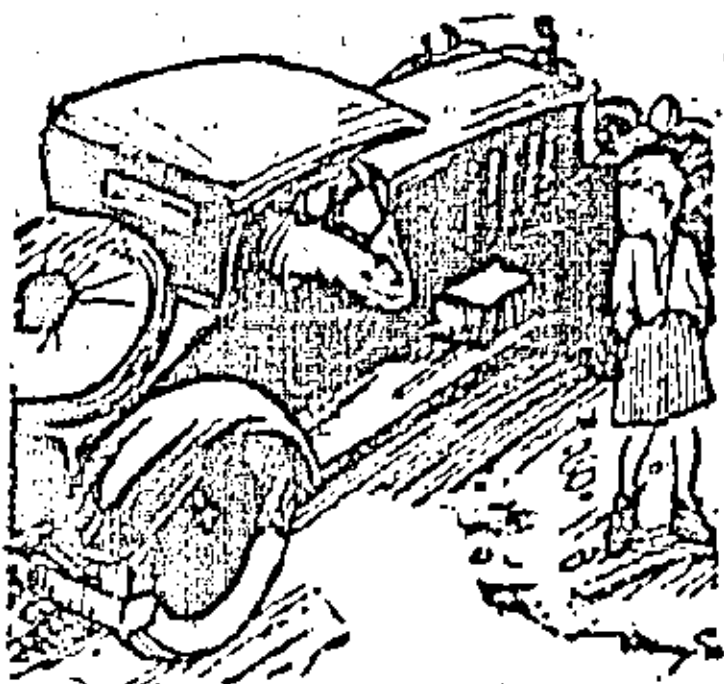
BRIGHTER BODIES.

A MULTI-COLOURED MOTOR
PLEA.

(By Cynicus.)

I notice that there appears to be a "Brighter Colour" movement in Europe for Automobile bodies, referring to coach work, of course, and not Associations. An excellent movement, and one with which I am in entire sympathy, for after all, there's no earthly reason why motor cars should take on the same sombre hue as motor hearses. How much more cheery our thoroughfares would be with a few flesh coloured dividers flitting about. Think what a bird's eye view of the "Hermes" people would get of Pedder Street for example—a sort of rainbow pudding effect calculated to bring the most flighty folk back to earth. Something of the sort really is necessary, because there is precious little individuality about motor cars as they are at present. When I select a new suit, I obtain the assurance of my tailor that every Tom, Dick and Harry will not pass me on the road garbed in the self-same style, colour and material, and yet, should my purchase happen to be one of the latest crooked eights, nobody will exclaim as I pass, "There goes Cynicus! Hasn't he a topping taste in bodies" in the same tone of admiration in which they refer to my sartorial peculiarities. Yes! The "Brighter Body" idea is a happy one, and I would suggest an additional refinement in the way of perfumed petrol (The Wanchai effluvia could thus be countered by fitting an emergency exhaust through the floor of the car).

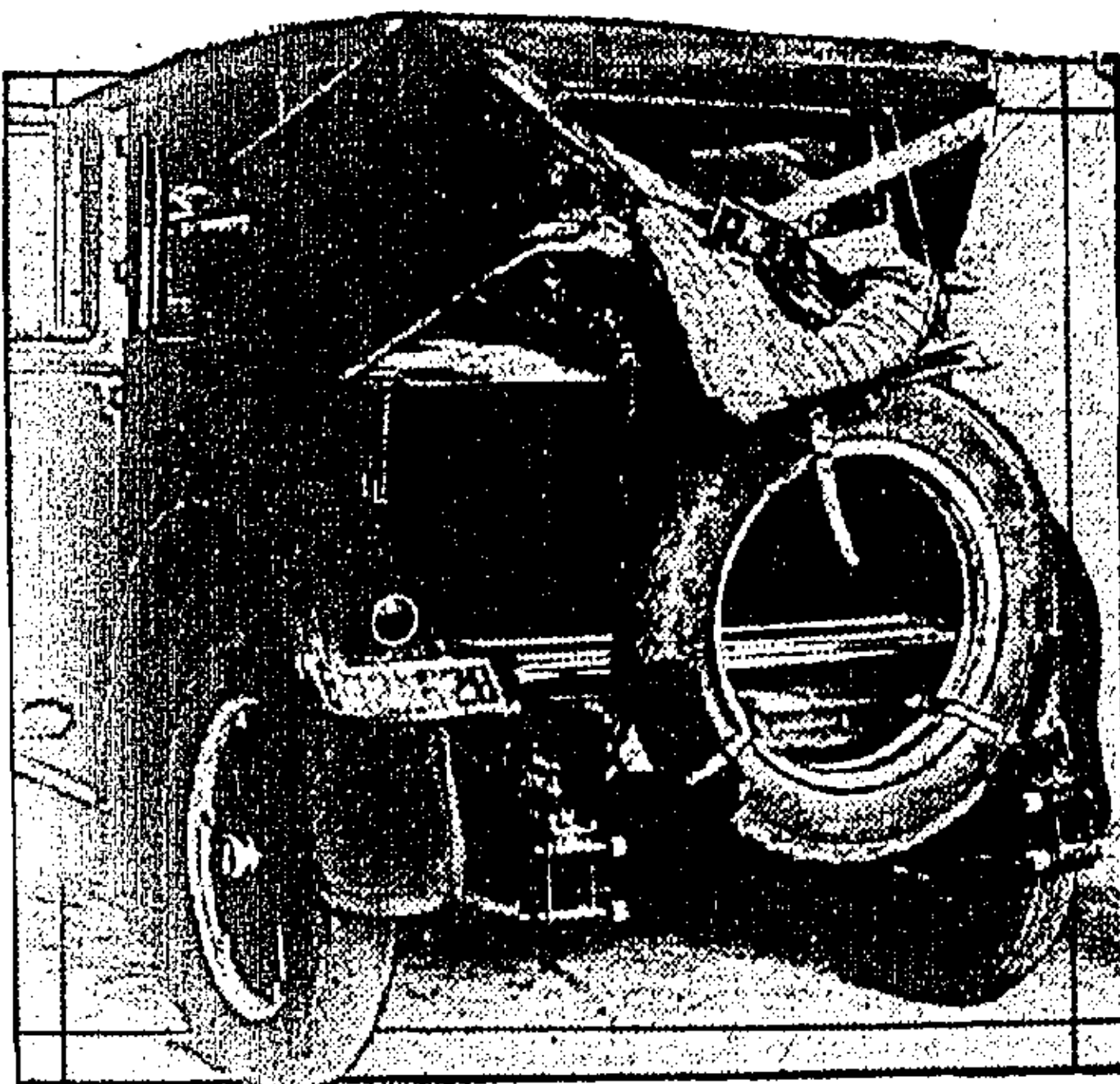
The social aspect also, should not be lost sight of. How much more interesting it would read if the newspaper report of the most notable Wedding of the year (weekly feature) stated that the bride arrived at the Church in a charming 1926 model 70 h.p. crush-strawberry couple creation by Madame Ford, with bonnet to match.



"How far am I from Wanchai?"
"Don't know."
"Where is the nearest Police Station?"
"I don't know."
"Am I near Wong Nei Chung?"
"I don't know."
"Do you know anything?"
"Well, I haven't got to ask a little boy where I am!"

IT'S ALL RIGHT TO
DISPUTE THE RIGHT
OF WAY WITH THE
ENGINEER, BUT NOT
WHILE HE'S IN HIS
TRAIN

SPEED TURNS A CORNER.



Worshippers of the Demon Speed turned a corner on a highway at Monterey, California, and were stopped like this. Six of the wooden guard rails at the side of the road rammed through the radiator and body, pushing the license plate to the rear and injuring three of the four occupants.

EXHILARATING SPORT.

THE JOY OF A SPEED BOAT.

Ask the motorist, either of the 2 or 4-wheeled category, and he, or to be up-to-date, she, will certainly reply, "Why, motoring, of course!" So it is, and one of the most thrilling forms of motoring is to be experienced on the water. There is no sport more exciting than tearing along in a speed boat. Time was when this sport was confined to the rich man. Now, however, that is happily of the past, for it is possible to buy and own a really fast launch at a cost even less than that of many a light car. Such a speed boat has been designed and standardised by that well-known and old-established firm of marine engineers, the Ailsa Craig Motor Co., Ltd., of Chiswick, London. It is 20 ft. long, and complete with an Ailsa Craig "Kid" 10-14 h.p. 4-cylinder engine, is capable of a speed of 16 knots, while the cost is only £185. Surely no one can cavil at such a moderate outlay. The amount of fun and good racing that can be had with such craft is endless. So stable are the Ailsa Craig boats that they can be turned with ease at full speed in practically their own length with perfect safety, while the simplicity and easy control of the Ailsa Craig "Kid" motor brings the sport within reach of not only mere man, but also women owners, who, be it noted, are becoming in the motor boat world serious competitors with the so-called sterner sex.

VICKER'S LATEST.

WORLD'S LARGEST PASSENGER AEROPLANE.

The largest passenger aeroplane in the world has recently been passed over to Imperial Airways, Limited, for the augmentation of their fleet. This is a Vickers "Vanguard" biplane driven by two Rolls-Royce "Condor" engines, developing in all 1,300 h.p. The aeroplane accommodates twenty passengers and their luggage, and there is also room for a small buffet in the cabin. Its wing span is over 87 ft., its length 60 ft., and it has a cruising speed of 100 miles an hour when carrying a useful load of about two tons.

BUSINESS CARS.

LONDON'S COMMERCIAL VEHICLE EXHIBITION.

Whilst the Olympia Motor Car Show is an annual event in London, it is only once in every two years that the famous Exhibition Hall houses a display of commercial motor vehicles. Such a show takes place at the beginning of November, and from advance information received by Motor Transport promises to be of a most instructive nature. In omnibus and coaches the principal lines of development are the production of low, light chassis, especially designed for passenger work, and the fitting of covered-in tops on double deck buses. A very large proportion of the exhibits will be fitted with pneumatic tyres.

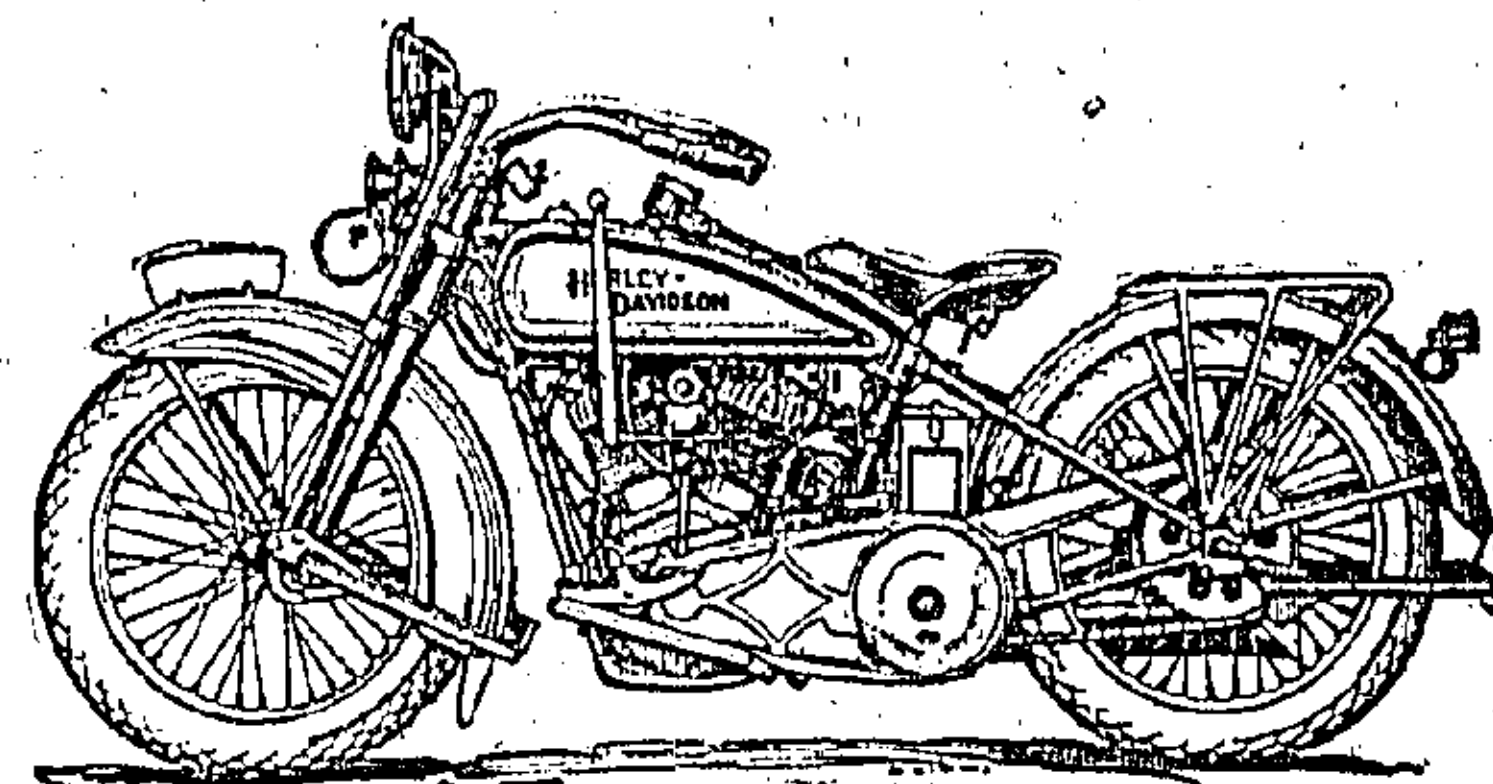
QUICK BRAKE ACTION.

DEPENDS ON DRIVER'S INTELLIGENCE.

Motorists react within half a second to sudden driving commands, is the finding made by F. A. Moss and H. H. Allen, Bureau of Standards, engineers. This conclusion is the result of tests made among numerous drivers, on their speed in replying to the command to stop their cars. The average difference in time between the command and the complying action when the brake pedal is applied, the engineers found, was half a second. The reaction time was not appreciably affected by the speed of the vehicle, nor was there any appreciable relation between the reaction time and the age or sex of the individual. But the experimenters discovered that there was a marked relation between the reaction time and the intelligence of the driver.

HALF-SECOND DELAY.

The U.S. Bureau of Standards finds there is an average delay of half a second between the signal to a driver to stop and application of the brakes. During this time a car with a speed of 30 miles an hour would travel 22 feet.



70-80 SWIFT MILES PER GALLON.

—10,000 to 12,000 miles on a pair of inexpensive tires—800 miles to the gallon of oil.

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you knew would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills and through mud. Ample power and speed!

The second consignment of HARLEY SINGLES (side by side valves) and (over head valves) are expected on the 1st December or latest the 17th, by the "EMPRESS of CANADA." Prospective buyers that were disappointed on the first consignment better put your orders with us now.

ALWAYS IN STOCK

Latest Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



Although competitors have done all possible to create a greater call for their lubricants, the demand for Gargoyl Mobiloil has nearly doubled during the past 18 months.

The fact that Gargoyl Mobiloil is not a by-product in the manufacture of benzene and kerosene speaks volumes for its superiority as a motorcar engine lubricant.

The fallacy of false economy is pretty well understood in these days of rigid economy, and consumers are rapidly beginning to realize that the best is the cheapest in the long run.

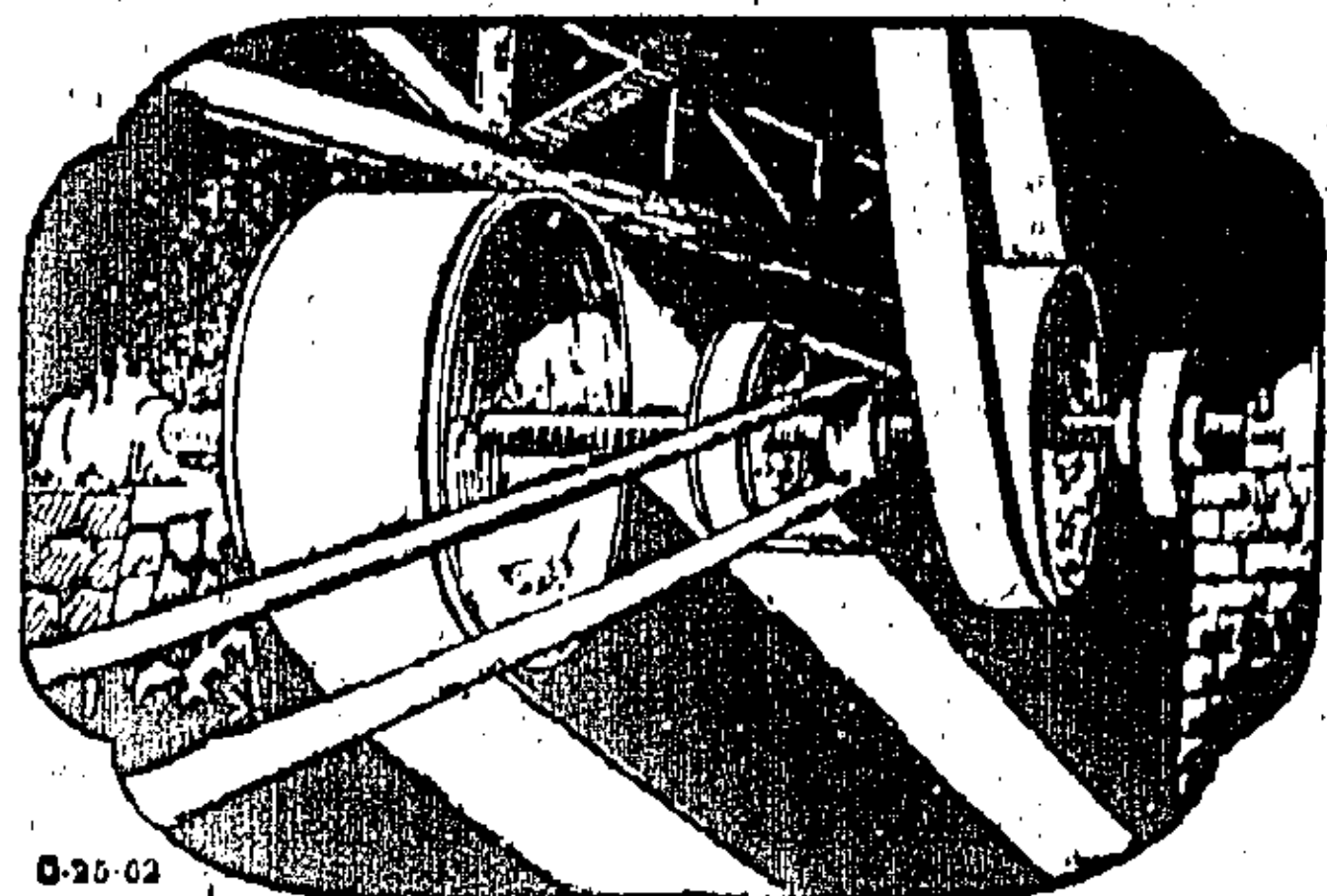
To-day, Gargoyl Mobiloil is the best known and most widely used motorcar engine lubricant. It is safe to say more Gargoyl Mobiloil is used throughout the world than any three competitive brands on the world than any three competitive brands on the market.

WHY?

Because Gargoyl Mobiloil is manufactured by the largest and oldest strictly Lubricating Oil Company in the world. It is the result of many years of study on the part of a host of automotive engineers whose business it is to know the requirements of every lubricating oil system employed by motorcar manufacturers.

Try the grade specified in our Chart of Recommendations. While words and claims carry weight, nevertheless it is the practical test that decides.

VACUUM OIL CO.



Solve Belting Problems

Goodyear Transmission Belts, properly applied, will successfully and economically solve the majority of your transmission problems.

They are designed to reduce operating costs in industrial plants and they represent the highest development in transmission belting.

Goodyear Transmission Belts are built to give powerful and trouble free service, under the most exacting conditions.

On your drives—they will wear a long, long time.

Goodyear Means Good Wear

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DISTRIBUTORS.

ALEX. ROSS & CO., (CHINA) LTD.

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How Studebaker Can Keep Quality Up and Prices Down

STUDEBAKER can pay a 15 per cent premium on many grades of steel, to obtain extra toughness—

Studebaker can completely machine its crankshafts at an annual cost of £120,000, to reduce engine vibration to a minimum—

Studebaker can use the best Northern ash and maple in its body frames, to ensure long life in the bodies and to prevent squeaks and rattles—

Studebaker can follow these and many other costly practices without exacting high

prices, simply because Studebaker makes every vital part used in Studebaker cars and thus eliminates the profits of outside makers.

One-profit manufacture! Only Ford in the low priced field and Studebaker in the fine car field offer one-profit values.

For endurance, fine performance and all-around VALUE, see the one-profit Studebaker before you buy. There are 19 body models—all powered by six-cylinder engines.

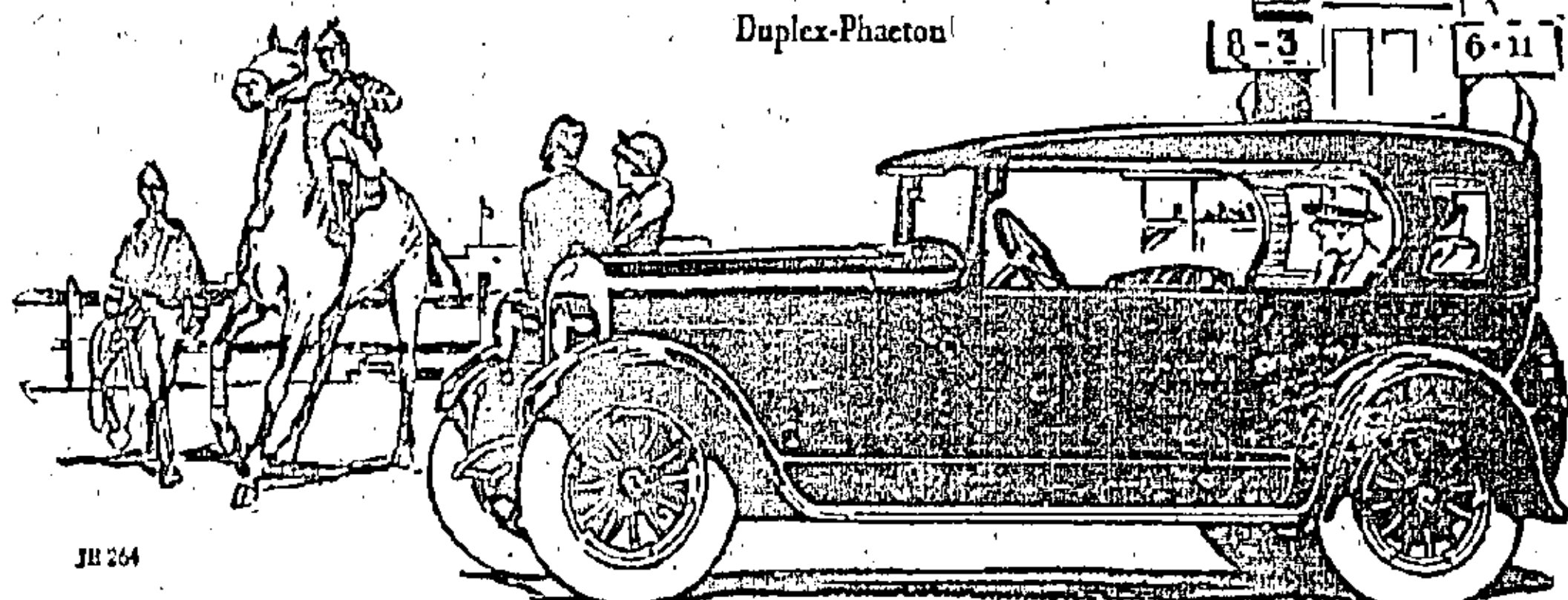
STUDEBAKER, South Bend, Ind., U. S. A.



THE HONGKONG HOTEL GARAGE

QUEEN'S ROAD.—TEL. C.4759.

Studebaker Standard-Six
Duplex-Phantom



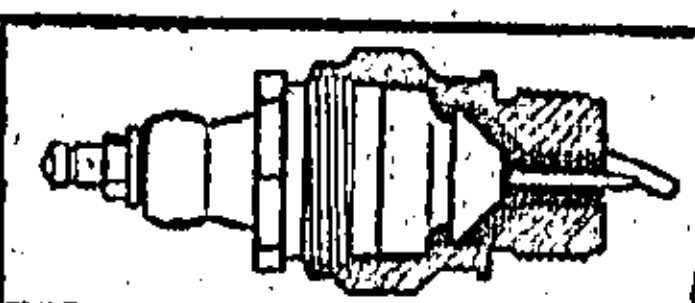
STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 73 YEARS

GAS POISON CURE.

Breathing of carbon dioxide rather than pure oxygen or air is recommended to cure carbon monoxide poisoning by Dr. J. S. Haldane of the Institution of Mining Engineers. He said carbon dioxide will expel the monoxide gas much more quickly than either air or oxygen.

No carbon deposit from spraying oil is suffered by this form of spark plug. The double annular



ring construction is so arranged as to gather heat in engines which are running cool and so prevent carbon from depositing.

THE PLAIN MAN AND HIS CAR.

IV.—THE TRANSMISSION.—(Concluded)

(By P. W. F. Mills.)

Movement of the sliding members is obtained by squaring or "splining" the portions of the shafts upon which sliding members are carried. Splining is the name given to a method of cutting shafts and the hubs of members carried upon them in such a way that while it is possible for the members to move longitudinally on the shafts it is impossible for them to rotate unless the shafts rotate also.

Formed on the hub shells of the sliding members are collars (marked R in the drawing) in which lie stationary pins attached to arms on the Gear Selector Rods. These pins and arms, and the gear selector rods themselves, are not shown in the drawing, for the sake of clearness. Study of the drawing and the movements described in the previous article will make it clear that the sliding members are the wheel E and the unit of two wheels H, both members being carried on the Gearbox Main Shaft. Thus two selector rods are required, and it is necessary for each selector rod to return to "neutral" position before the other rod is operated by the gear change lever. This system of operation by selector rods is common to nearly all gear boxes, whether box provides four or only three speeds in addition to reverse and the change over from operation of one selector rod to operation of the other usually takes place as the gear change lever is passed through a "gate" in the gear change "block." On a number of cars no "gate" is visible, particularly when the gear change block is located on the top of the gear box itself, which is often possible when the lever is situated in the centre of the car. Whatever the details of the gear changing mechanism control the principle is the same.

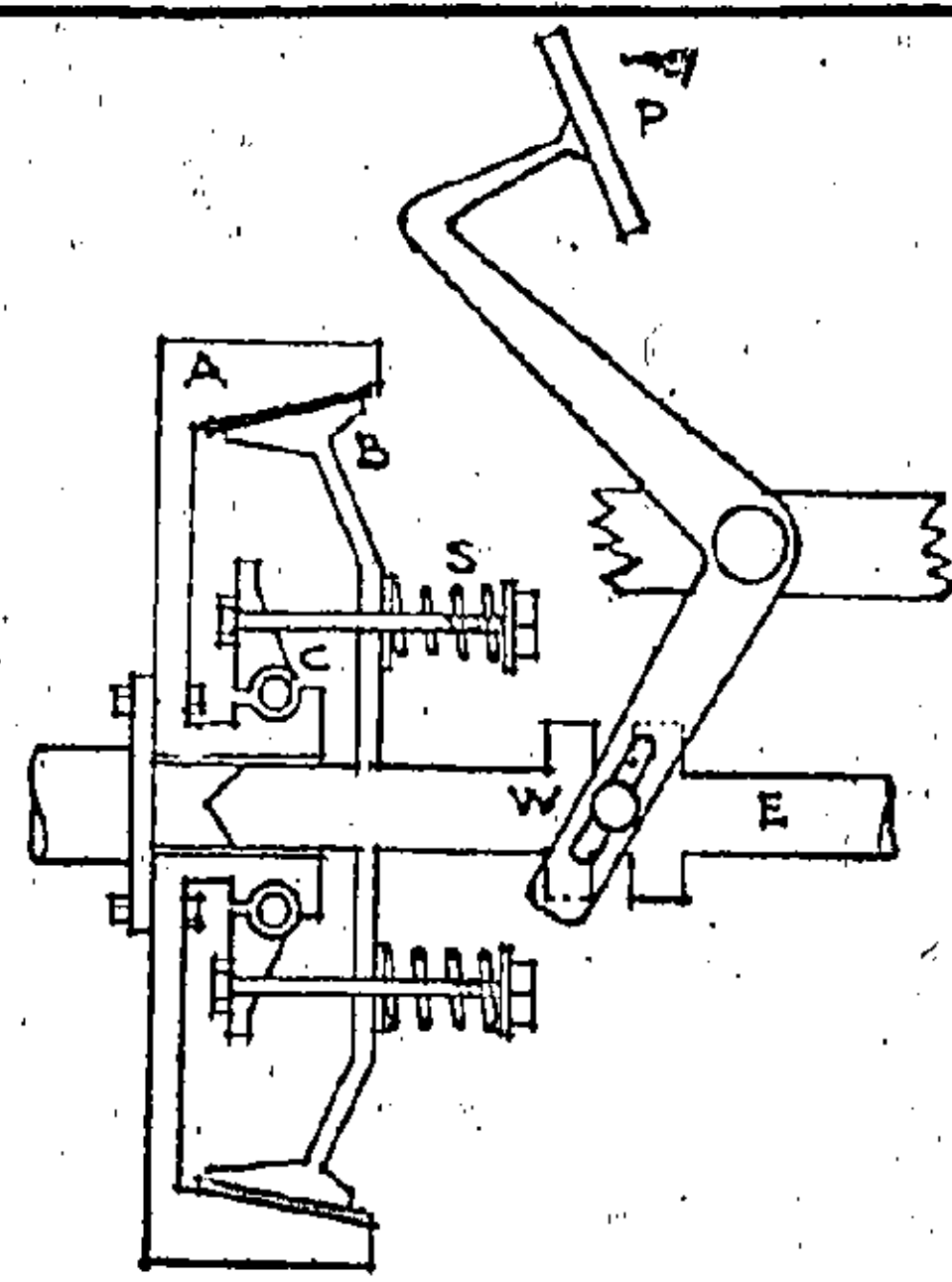
It is proposed to deny only mechanical features of the transmission at present, such operations as gear changing being more conveniently described later in considering use of the controls and driving. But it may be remarked here that it is difficult at all times to cause the teeth of two gear wheels to engage without excessive noise and stress unless the wheels are rotating at speeds which more or less accurately represent the proportion between the number of teeth on each. It will be seen later that the principal object of the rules laid down for quiet gear changing is the bringing about of this state of affairs for the wheels which will assume the driving strain when the new gear is engaged.

road shocks without straining the shafts transmitting the drive. There is also a small amount of twisting in the frame itself under the many loads to which the frame is subjected on average roads, and universal joints are absolutely necessary.

The commonest type of universal joint found on modern cars is what is known as the composition disc type. The drive is taken through discs of thick composition material which are almost as rigid in the plane of their peripheries as the shaft itself would be. In the plane of their axes, however, they naturally flex a certain amount under strain. Even when the shafts connected by a universal joint make an appreciable angle with each other the drive is transmitted from one to the other with little loss of power.

The Differential Gear.

As mentioned in a previous article the action of the differential gear, which is hidden from sight in the rear axle casing, is often difficult to understand. A portion of the difficulty arises from the fact that from reasons



CLUTCH

PWFM

The Clutch.

There are a great many detail variations in the clutches found on cars, but they all demand friction surfaces of considerable area. Not all clutches are situated inside the engine flywheel, but this unit lends itself naturally for the purpose and has the additional advantage of being located almost directly underneath the control pedal footboards. If the flywheel rim is bevelled internally and a rotating member is arranged so that its surface, also bevelled, may be made to bear against the inside of the flywheel rim it is only necessary to secure of sufficient coefficient of friction and suitable pressure maintaining contact between the two surfaces for the two members to rotate as one unit. By arranging control mechanism to vary the degree of contact and the pressure between the two portions of the clutch a means of gradually connecting or disconnecting two sections of the transmission line is obtained.

The general arrangement of a "cone" clutch is shown in the drawing. A is the flywheel rim, B the driven member, which is attached to the Clutchshaft E and carries on its rim the friction fabric. S is one of the springs which maintain contact between the two surfaces, W represents the withdrawal mechanism (shown for the sake of clearness in an extremely simple form), and P is the control pedal projecting through the car footboards. The combined radial and thrust bearing upon which the driven member rotates and which serves as an anchorage for the spring S is shown at C.

In a cone clutch of the type shown the friction fabric will be leather or an asbestos composition such as Ferrodo. In the "plate" type of clutch, where the friction area is much greater, the surfaces are hardened steel plates. They may run "dry," or they may run in oil: both systems are in common use. An advantage of the latter type is that a considerable amount of "slipping" may be indulged in by the driver without particular damage to the clutch. This treatment should be carefully avoided if the clutch is of the leather type, and it is not advisable even with a clutch lined with asbestos fabric.

Universal Joints.

These are inserted at suitable points in the transmission line in order that the latter may possess a certain amount of flexibility which enables the rear axle to move in a vertical plane under

of strength it is usual to have as many wheels transmitting the drive from the worm wheel or bevel "crown wheel" to the wheels mounted on the live axles as possible. Each of these wheels follows the motion of the remainder, and a differential gear might be constructed of one floating wheel only, were strength and balance not important factors to be considered. The system of "compensation" found in the brake control system of all cars in which two rear brakes are operated from one control will be familiar. In a differential gear the same system is applied, except that in this case it is applied to wheels rotating through full circles and not only to hinged levers. The action of the differential is entirely automatic, and nothing short of fracture of the parts can prevent its automatic functioning. All that is necessary from the standpoint of the owner or driver is adequate lubrication. Some small cars have been built without a differential gear, but not successfully, and on heavy cars, where the load on the tyres is considerable, a differential is altogether necessary.

LAW HELPS TRADE.

RESULT OF NEW LEGISLATION.

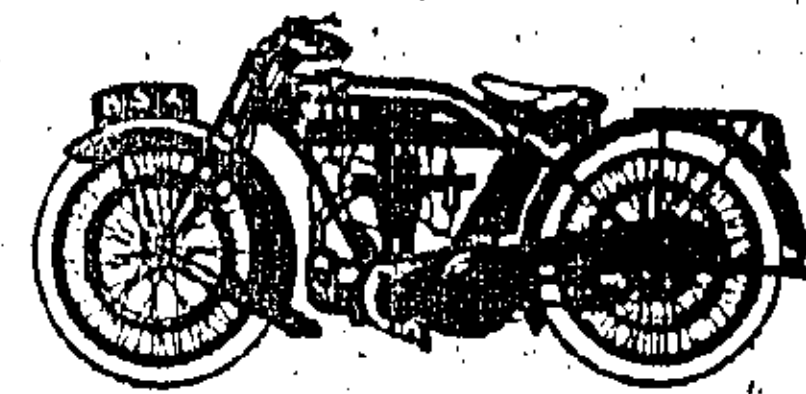
A booming business in accessories has resulted from new traffic laws that have just gone into effect in California.

In the first ten days of its enforcement, the revised headlight law has brought more than 10,000 customers to the automotive equipment stores for new lenses, reflectors or headlight globes in order to conform with the statutes. At least this number of drivers was stopped by the police and told to get their headlight adjusted or to buy new equipment.

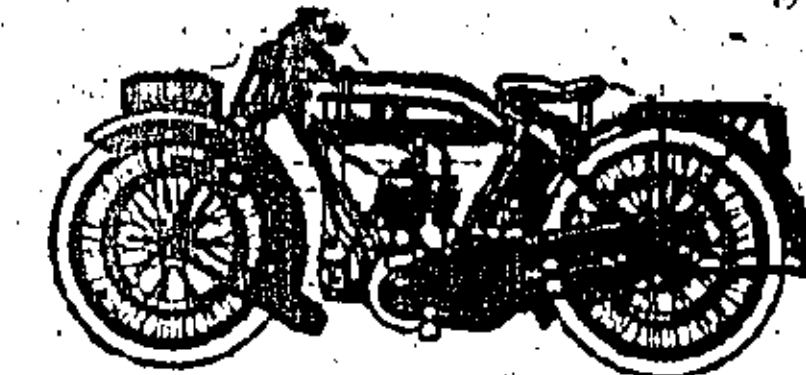
The new law that prohibits throwing lighted cigars, cigarettes, matches or even ashes from an automobile has brought an increased demand for containers for these articles. This applies not only to automobiles, but to street cars, railroad coaches and wagons.

Another new law that has been a godsend to automobile accessory dealers is that forbidding the carrying of baggage beyond the line of the hub caps on the left side of the car. The result has been increased sale of luggage carriers for the rear of cars.

B. S. A. MOTOR CYCLES



Famous For Reliability and Economy



Full Particulars from the

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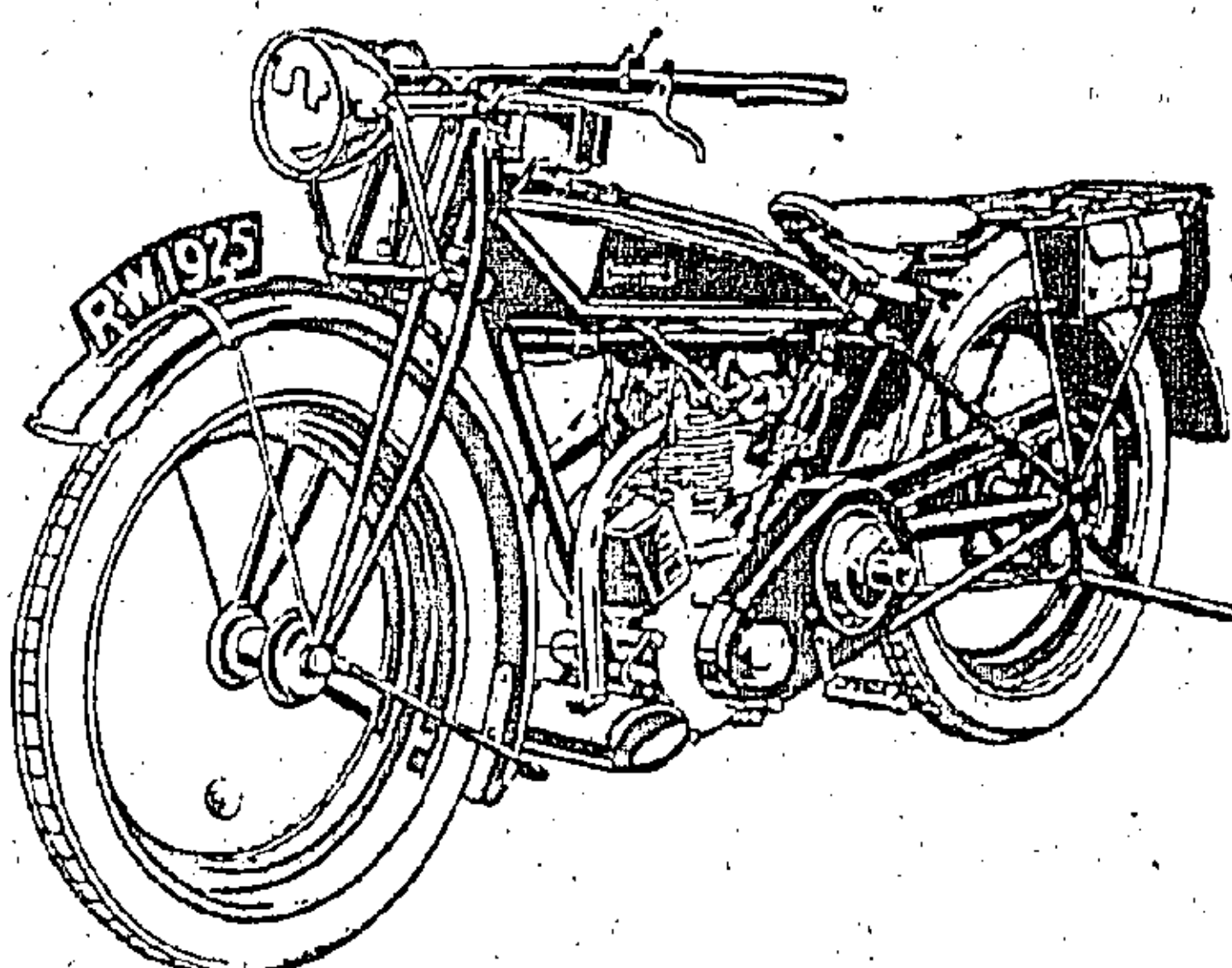
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SOCONY
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ALL ELECTRICALLY EQUIPPED

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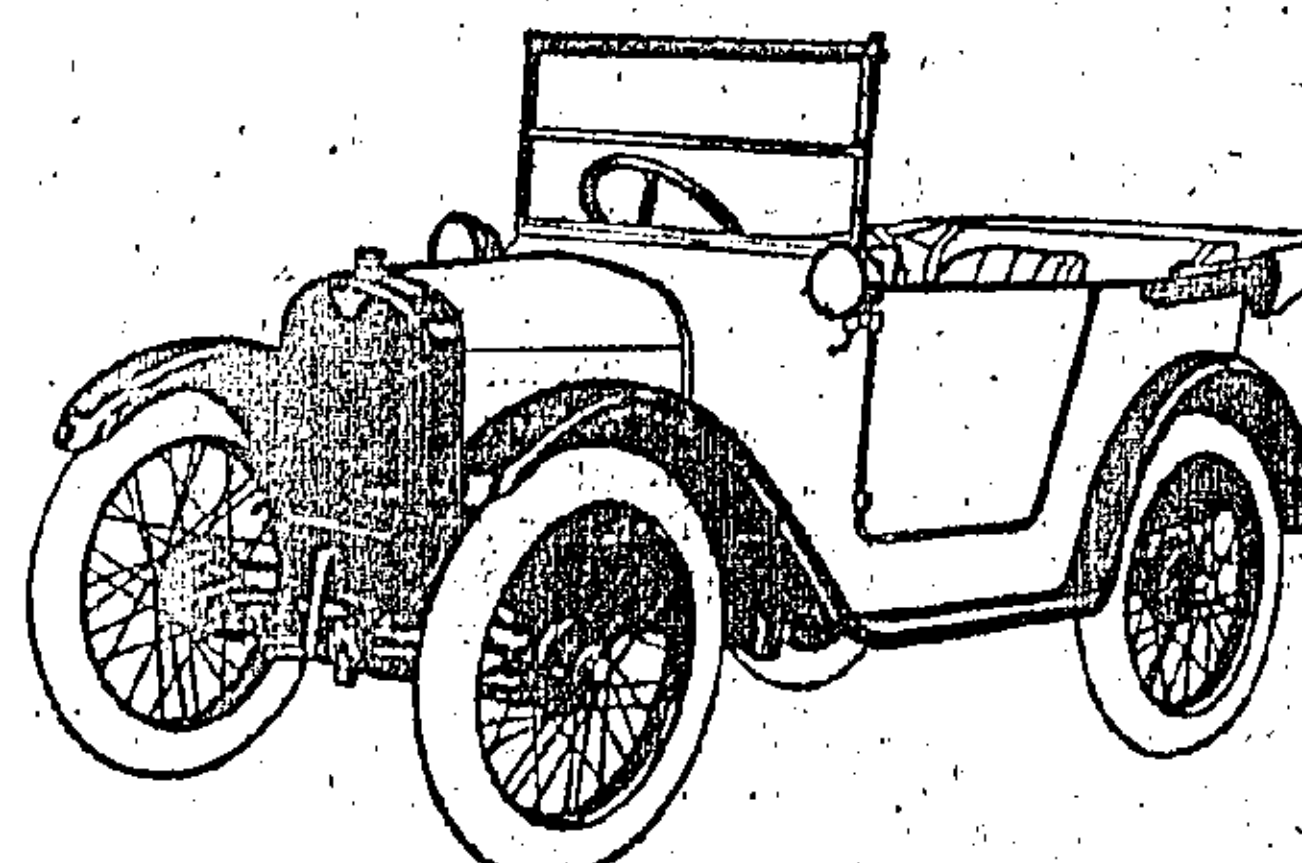
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54, Queen's Road, Central.

Phone C. 2173.



Where can you get "THIS" for the money other than in an "AUSTIN SEVEN."

4 cylinder engine, Electric starter, Balloon Tyres, Two adjustable seats, Electric Horn, Four Wheel Brakes, Shock Absorbers, Speedometer.

Automatic Oiling and grease gun system!

All these features are embodied in the best small car in the world

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SOLE AGENTS:

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SHOW ROOM No. 1A, CHATER ROAD

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MOTOR BUSES COMPETE WITH RAILWAYS



The use of motor buses for city and interurban traffic has increased to a point that is now said to be giving the railroads concern. The miles of surfaced public highways in the United States immediately available for motor buses is approximately equal to the mileage of railroads. In addition to this is the opportunity for the use of horses in the cities.

The development of motor bus travel throughout the United States has raised questions listed for serious consideration by the National

Association of Railroad and Utilities Commissioners, at the Mayflower Hotel, Washington, in October.

The line that has, perhaps, attracted greatest attention has just been started between Washington and Atlantic City, with a "congressional deluxe parlor car service." This is an example of the last word in the use of the modern stogie coaches. Over this route of 131 miles is operated the latest model double-deck buses, each with a carrying capacity of fifty passengers.

By direct route, buses cover the distance in seven hours, leaving the Mayflower Hotel, Washington, at 8 o'clock in the morning on Tuesdays, Thursdays and Saturdays, with return trips from the Ambassador Hotel, Atlantic City, on alternate days.

The rates are approximately the same as railroad fare between the two cities and have been fixed at \$7, \$8, and \$9 for inside seats, upper deck and front seats respectively. The railroad fare is \$7.52 with \$1.50 extra for Pullman.

MOTOR DRIVERS' CLINIC.

ACCIDENT MANIA A DISEASE.

Traffic policemen will have a choice of sending reckless drivers to jail or to a medical clinic, if recommendations made to Secretary Hoover's Highway Safety Commission by its Accident Committee are adopted at the National Traffic Conference next winter.

"Accident mania" is the disease from which many motorists are suffering, according to investigations conducted throughout the country. Hundreds of drivers who are hauled into the court now and fined ought to be taken to a clinic and examined for the presence of physical and mental ailments which handicap them and make them prone to smashups.

Psychologists and physicians should play a large part in the disciplining and training of reckless drivers, in the opinion of the Accident Committee. Often, it was found, men and women are given licenses, even though the right to operate an automobile may prove as dangerous as pistols in the hands of children.

Under this system, a preliminary questioning of the participants in a collision, for instance, would be staged upon the scene of the accident. If either of the parties to the affair betrayed the symptoms perceptible to all psychiatrists, he would be slated for further examination at the clinic.

If he were found to be suffering from any mental or physical trouble he would be treated, instead of fined or sent to jail. Revocation of his license would follow should it prove the disease was incurable. In many cases, it has been disclosed, drivers are running cars unaware that they possess within themselves the germs of an accident.

Secretary Hoover's conference will go into the many causes of automobile fatalities as revealed through a nationwide inquiry. Various methods of reducing the number and providing against accidents will be considered and recommended to the traffic officials of municipalities.

It is hoped that some uniformity in laws and regulations can be achieved, so that the bedlam of conflicts which now prevails will tend to disappear. The belief is general that the time has come for some national organization to take the lead in straightening out the traffic tangle in which nearly every large city of the land is caught.

QUALITY OF GAS.

NOT CHANGED SINCE 1924.

The average gasoline sold today is about the same quality as that sold in the summer of 1924, according to the results of the twelfth semi-annual motor gasoline survey, recently completed by the Bureau of Mines, Department of Commerce. As would be expected, gasoline sold in the summer of 1925 shows a slight decrease in volatility, as compared with the gasoline marketed last winter.

A slow but certain tendency toward uniformity among the various gasolines marketed has been manifested since 1917. In arriving at this conclusion, the 10 per cent. of the gasoline with the lowest "end points" and the 10 per cent. with the highest "end points" were selected and the average "end point" computed for each of these groups, the difference between these figures having been taken as an index of the trend toward uniformity.

There always has been some difference between "winter" and "summer" gasoline, the Bureau of Mines points out, gasoline marketed during the winter being somewhat more volatile than that sold during the summer.

The average specific gravities of gasoline from all cities, with the exception of Denver and San Francisco, were found to be heavier than those of the gasoline sampled in the July, 1924, survey.

The cities in which gasoline samples were collected for purposes of testing were New York City, Washington, Pittsburgh, Chicago, New Orleans, St. Louis, Bartlesville, Okla., Denver, Laramie, Wyo., and San Francisco. These cities were chosen as being representative of the more important gasoline marketed territories, and it is believed that the samples obtained are indicative of the quality of gasoline marketed throughout the United States.

CARS FOR ALL.

AMAZING CHANGES PREDICTED.

Not until every person in the United States owns a car will the saturation point in automobile ownership be reached, declares Earle C. Anthony, one of the leading figures in the American auto world. He has just completed an exhaustive tabulation to determine the answer to this saturation question.

Anthony predicts amazing changes for the automobile of tomorrow. Because of our speed-like advancement, he believes that the car of the next few years will travel at a minimum of 60 miles per hour.

"Before the saturation point is reached in America there will be a radical change in our highway systems," Anthony says. "The automobile is essentially an instrument of speed."

"Any rules which hamper speed and the more rapid transportation of utilities and persons automatically hamper national development and national efficiency. I predict great highway systems over, under and around cities for the use of self-propelled vehicles."

"The automobile of the future, on carefully guarded highways, most likely one-way roads, will travel at a minimum of 60 miles an hour. Naturally enough, there will be rules that will insure the utmost safety."

"It is recognized that the self-propelled vehicle offers the utmost in transportation facilities, and more and more the illegitimate fly-by-night motor car manufacturer is being eliminated."

"Competition is so keen that only manufacturers who have millions of dollars invested and a tremendous output can adjust their process to give value received."

"In the matter of every American citizen owning a motor car, we must first actually pave the way by new and complete highway systems built for the exclusive use of automobiles. If this is not done the saturation point in traffic will be reached before the saturation point in automobile ownership."

DANGEROUS GAS.

MORE DEADLY THAN DYNAMITE.

The most dangerous, yet the most widely used commodity, without thought of its danger, is gasoline.

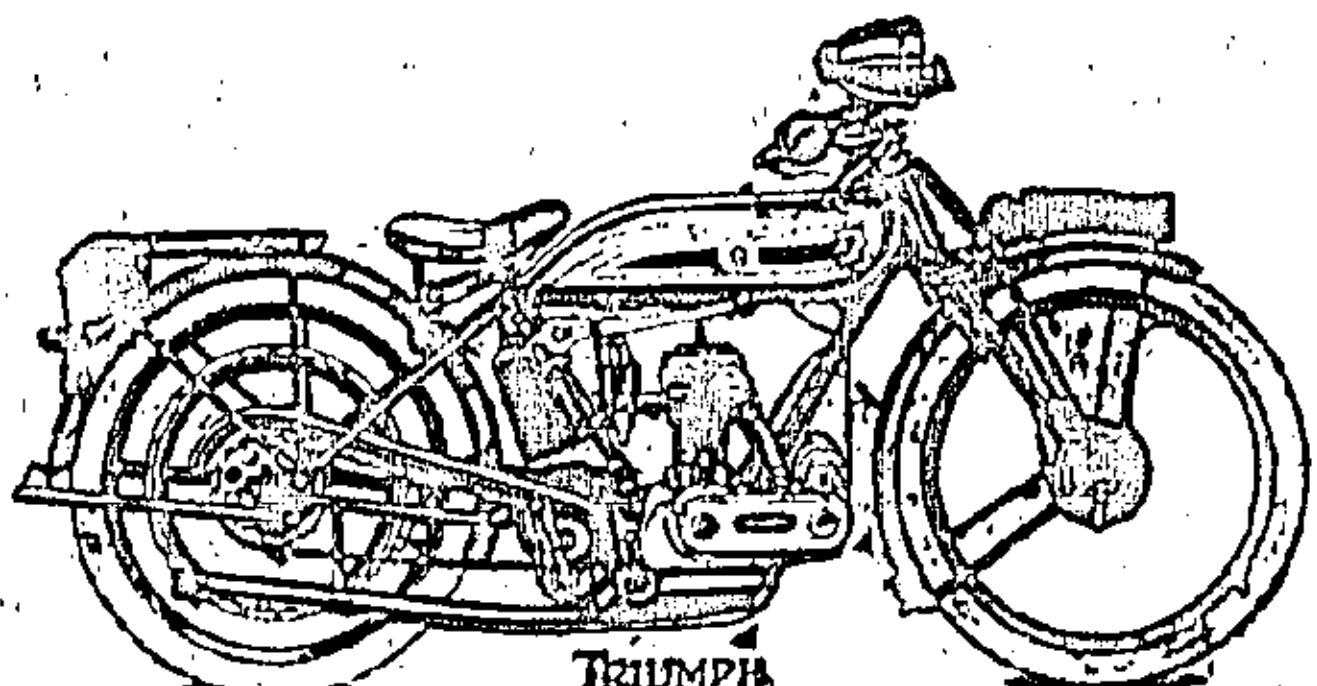
Five gallons of it has the explosive force of more than 400 pounds of dynamite.

This same amount will evaporate into 500 cubic feet of gas which, if ignited, will expand suddenly 4,000 times its space.

Yet gasoline is practically harmless except in gaseous form, when mixed with air.

That's how its enormous power is used in internal combustion engines.

TRIUMPH



1926 TRIUMPH CYCLES.

The Triumph by virtue of its great simplicity is a very delightful machine to handle. Easy to ride and understand.

Ready for the Road - - - £59. 5. 0.

Alex. Ross & Co., (China) Ltd.

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ROME-MELBOURNE-TOKIO-ROME

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Commander De Pinedo

broke all previous records records in his epoch-making flight of

33,000 MILES

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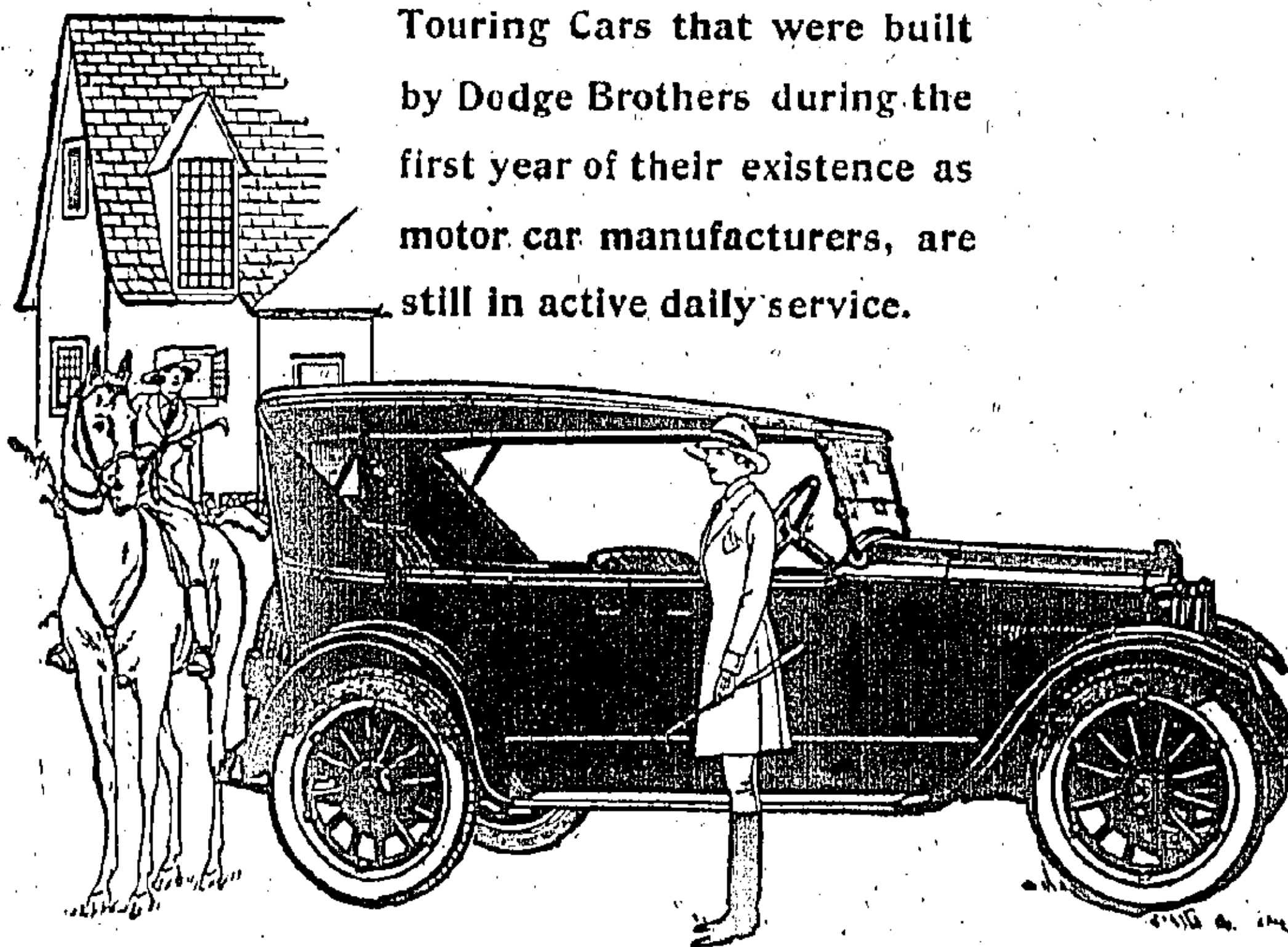
"SHELL"

ASIATIC PETROLEUM CO., (S'C) LTD.

(INCORPORATED IN GREAT BRITAIN.)

A LONG TIME INVESTMENT

So universal is the Dodge car's reputation for long life, that exceptional mileage records no longer excite surprise. These cars are made by Dodge Brothers at Detroit and at Ontario, Canada.

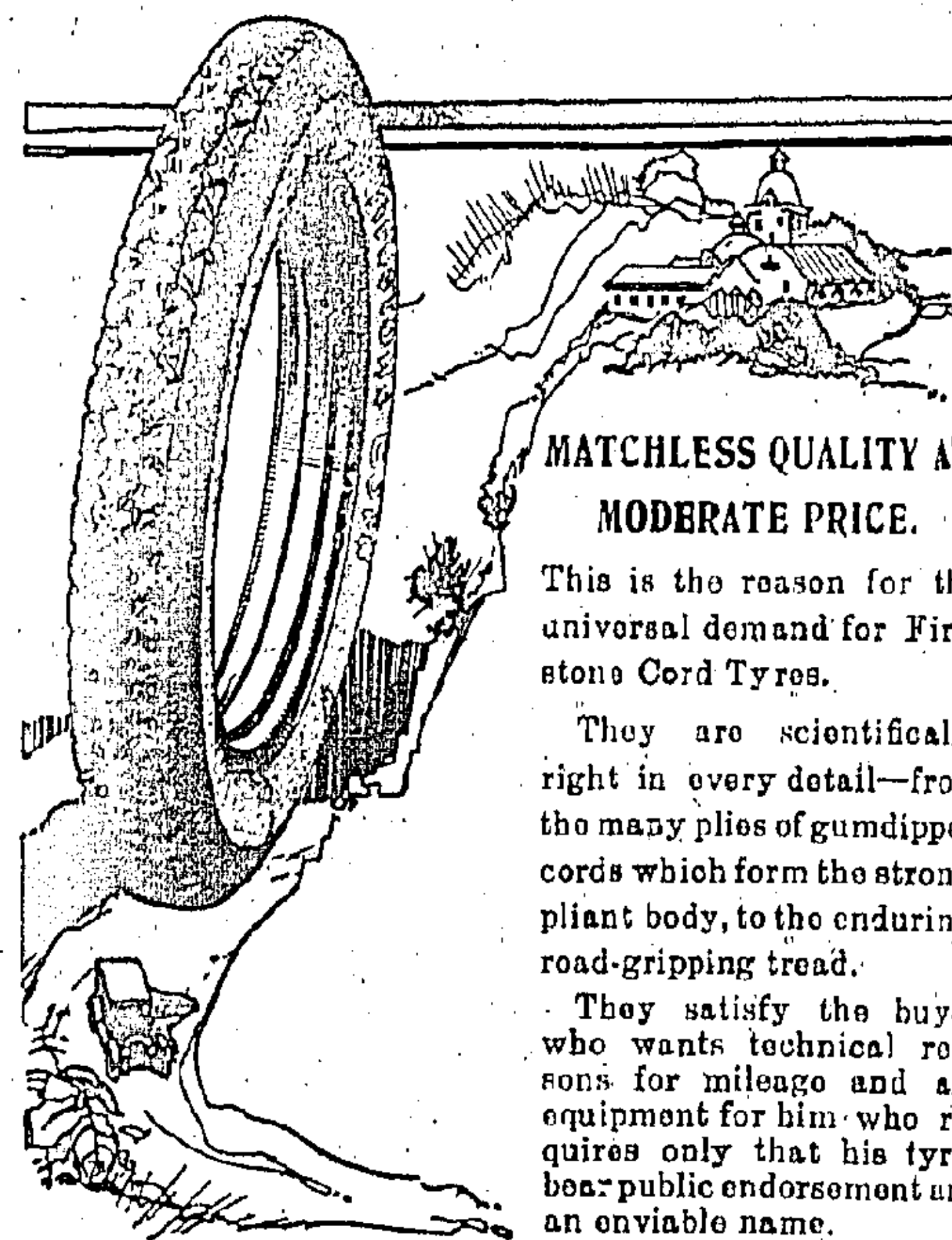


Touring Cars that were built by Dodge Brothers during the first year of their existence as motor car manufacturers, are still in active daily service.

The Dragon Motor Car Co., Ltd.

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MATCHLESS QUALITY AT MODERATE PRICE.

This is the reason for the universal demand for Firestone Cord Tyres.

They are scientifically right in every detail—from the many plies of gumdipped cords which form the strong, pliant body, to the enduring, road-gripping tread.

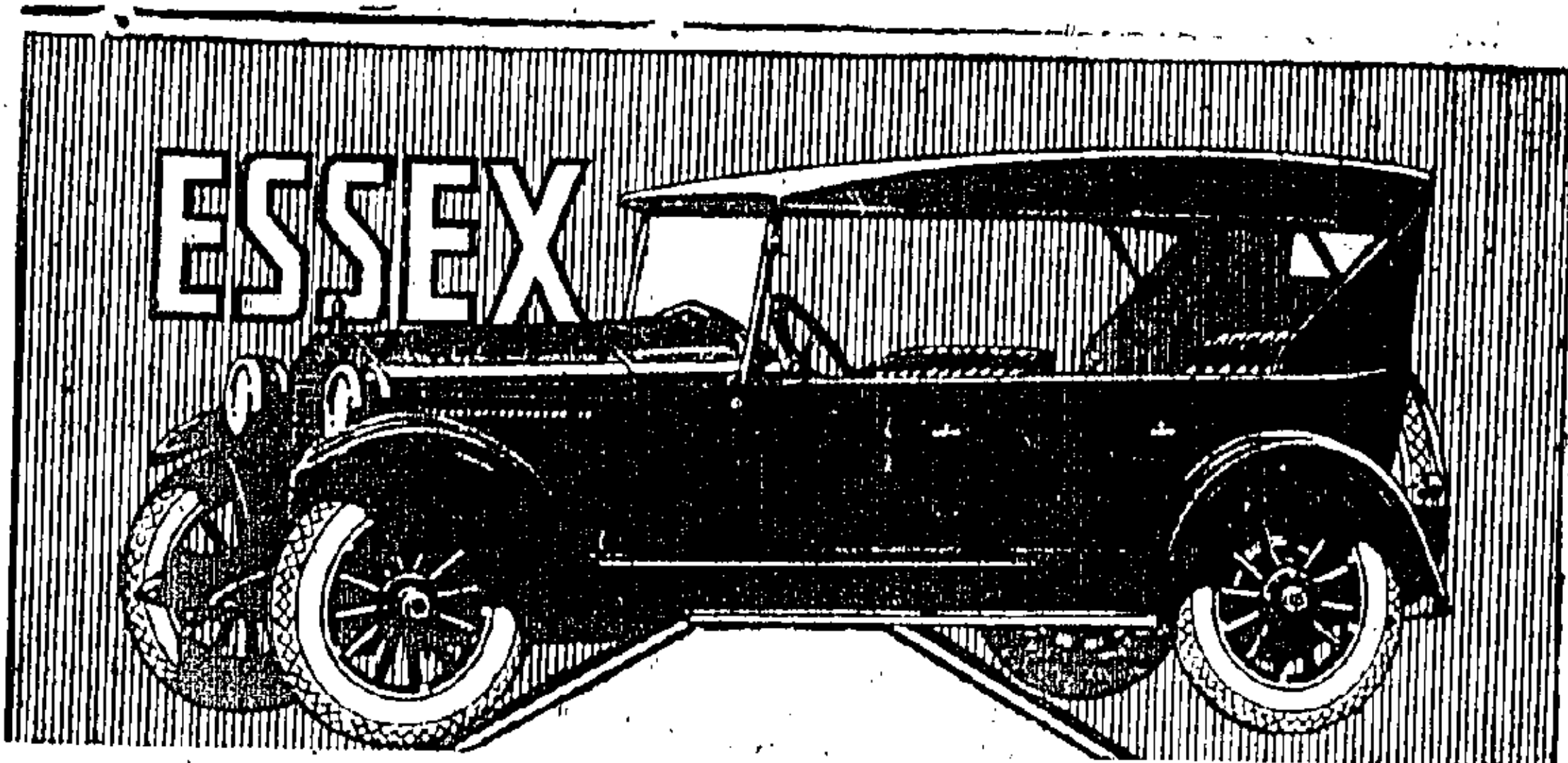
They satisfy the buyer who wants technical reasons for mileage and are equipment for him who requires only that his tyres bear public endorsement and an enviable name.

MOST MILES PER DOLLAR

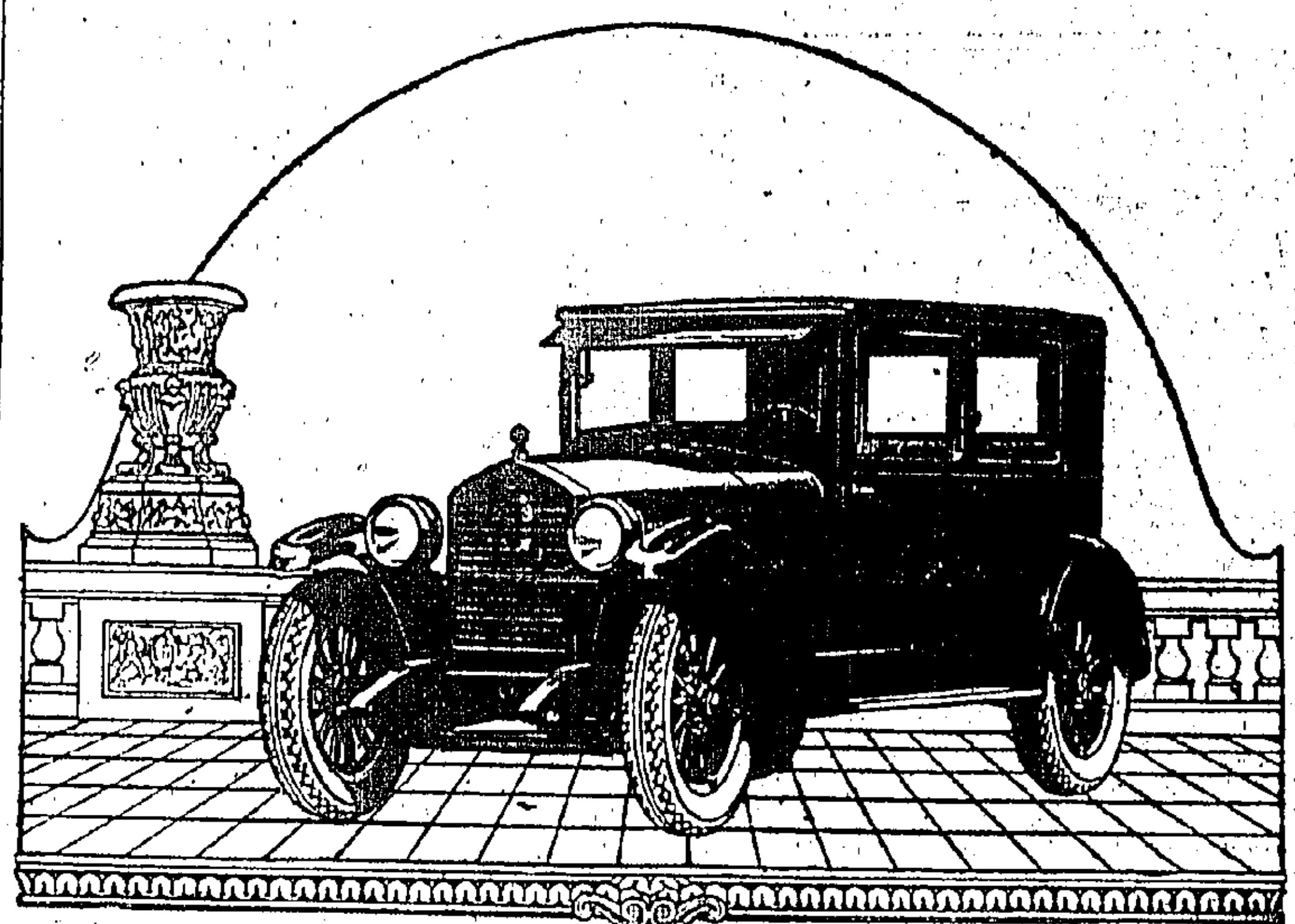
Firestone

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ESSEX TOURING \$2,000



ESSEX COACH \$2,000

THE WORLD'S GREATEST VALUES

Effective immediately, we announce VERY SUBSTANTIAL REDUCTIONS in our delivered prices of Hudson and Essex Motor Cars. The details of these *Stunning Price Slashes* are as follows, all prices being in Hongkong Currency and for delivery ex Garage:

SIX-CYLINDER ESSEX.

Model:	Old Price:	Reduction:	New Price:
The Coach	\$2,320	\$320	\$2,000
The Touring	\$2,400	\$400	\$2,000

HUDSON SUPER SIX.

Model:	Old Price:	Reduction:	New Price:
The Coach	\$3,750	\$750	\$3,000
The Touring	\$3,500	\$500	\$3,000
The Brougham	\$4,350	\$750	\$3,600
The Sedan	\$4,750	\$750	\$4,000

Hudson and Essex are finest quality cars and their present, extremely low prices, have only been possible since Hudson and Essex achieved the enviable position of manufacturing and selling each day more six-cylinder Motor Cars than any other manufacturer in the world.

The present Hudson and Essex Cars are the sturdiest, most reliable, most comfortable and generally satisfactory cars ever made by the Hudson Motor Car Company.

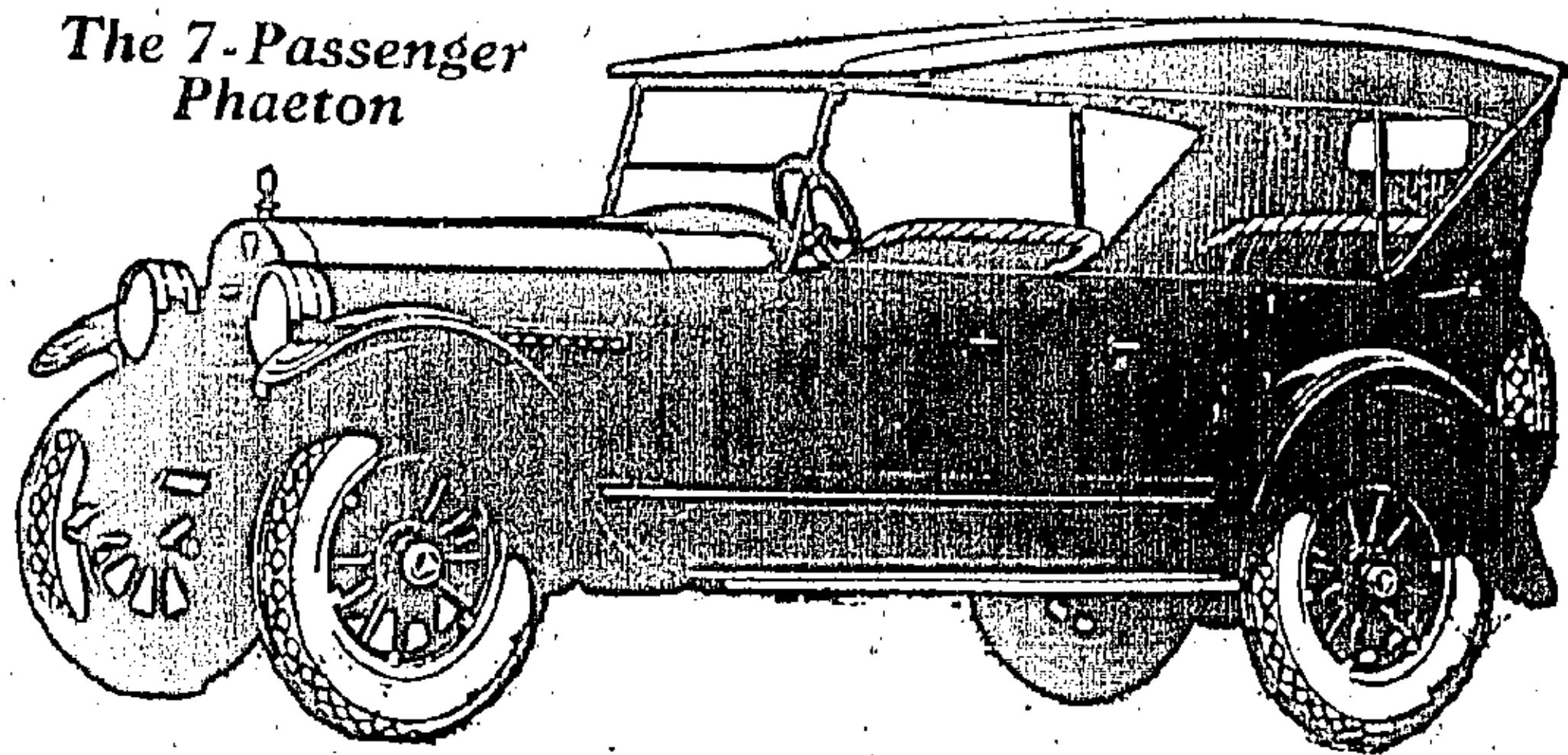
The quality of Hudson and Essex Motor Cars has constantly gone higher and higher. At the same time, prices have gone steadily lower and lower.

The Dragon Motor Car Co., Ltd.

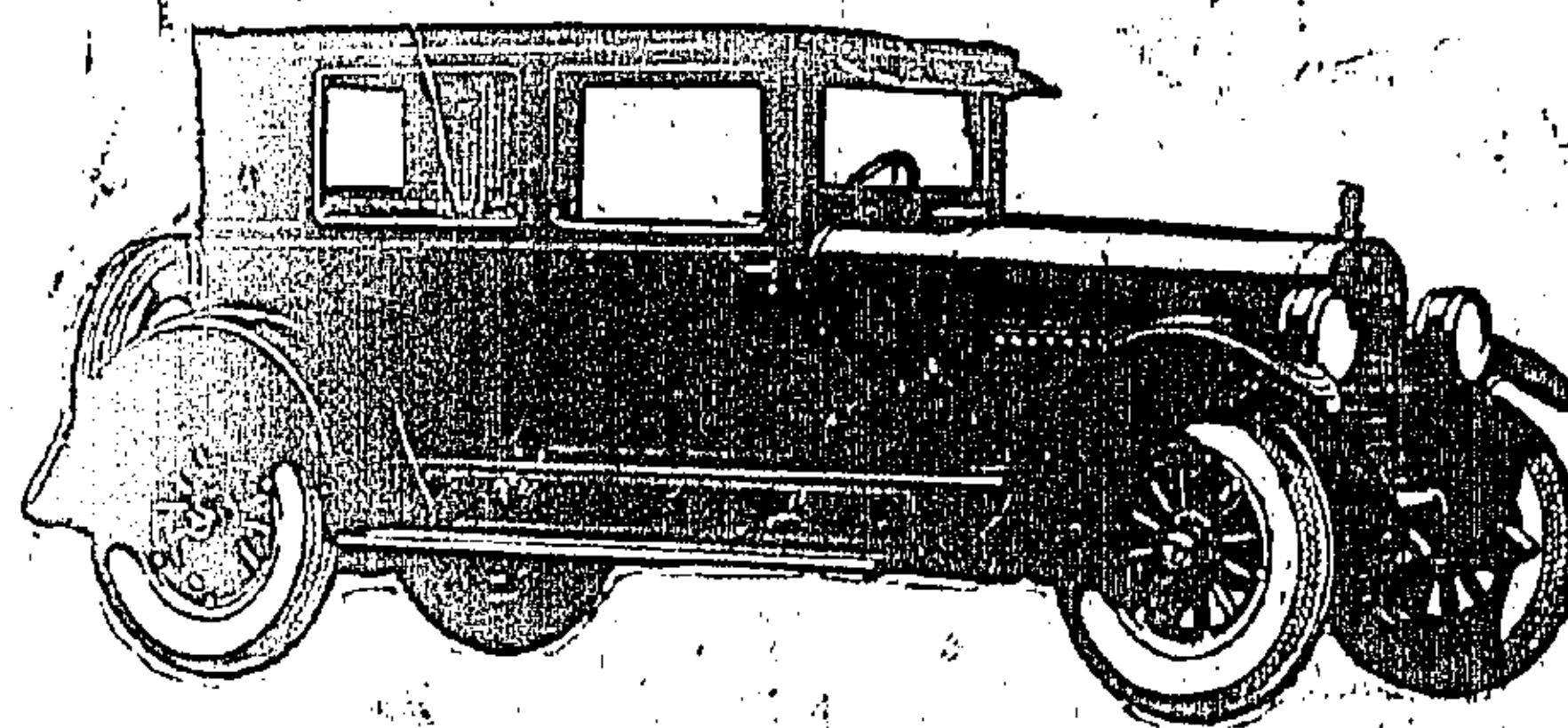
Telephone Central 1246 or 1247.

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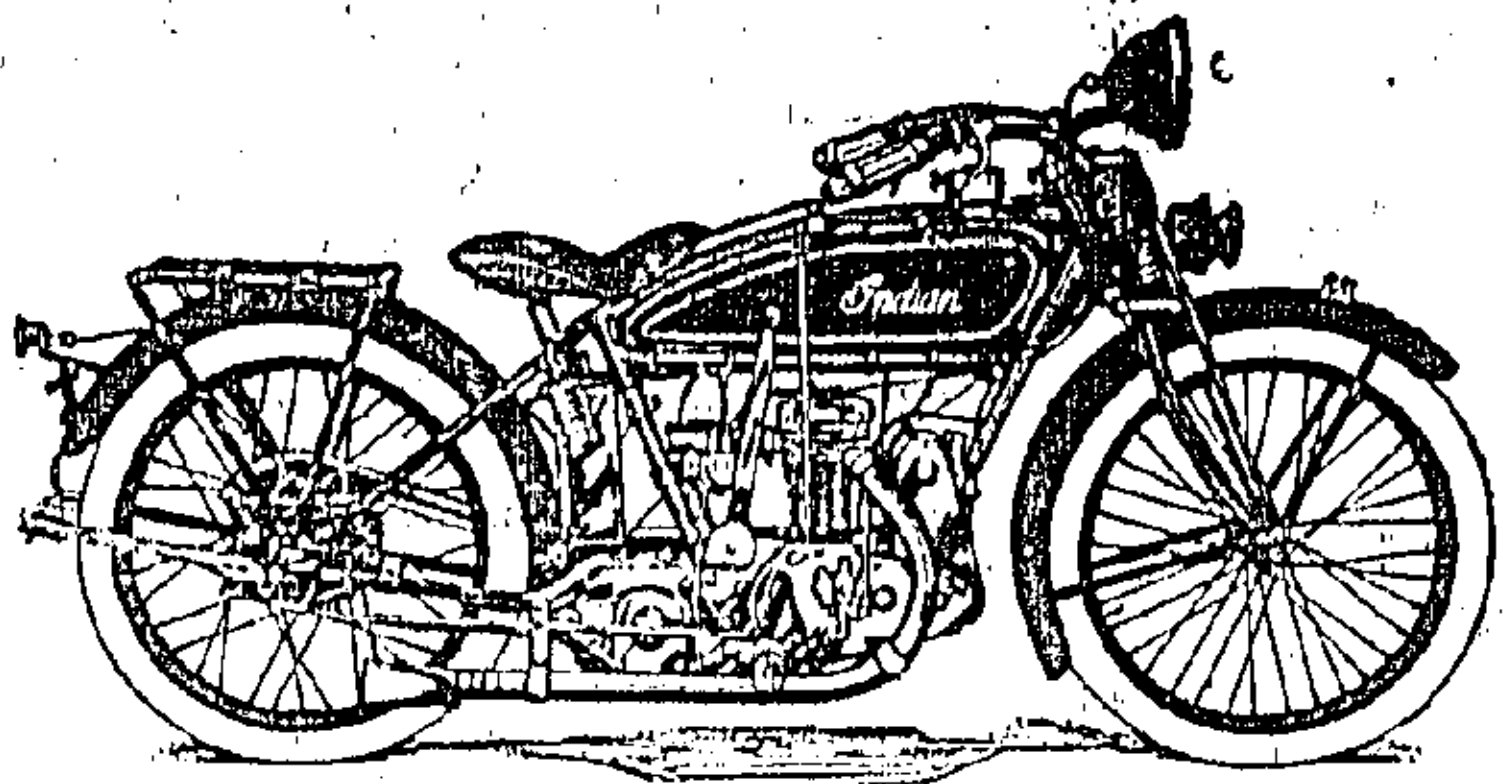
The 7-Passenger Phaeton



HUDSON TOURING \$3,000



HUDSON COACH \$3,000



1926 INDIAN PRINCE

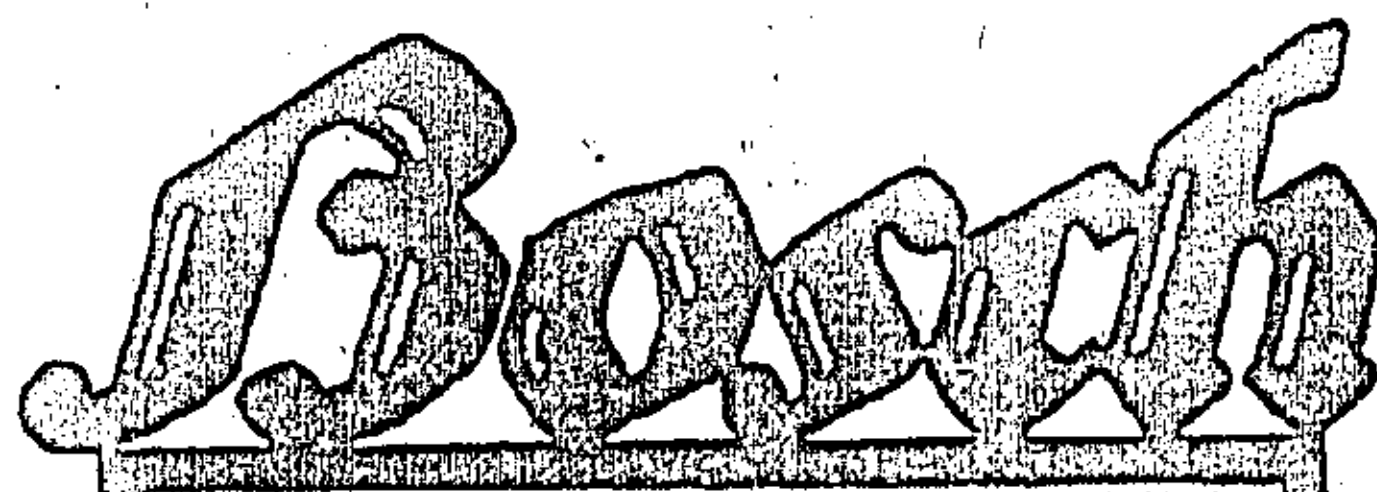
The personal motor. An Engineering Triumph! stream line, safe—comfortable—flexible—lowest in first cost lowest in upkeep. Balloon tyres. Magneto, adjustable saddle, removable cylinder, head, **HAND CLUTCH** as used on the British cycles, and many other features of note.

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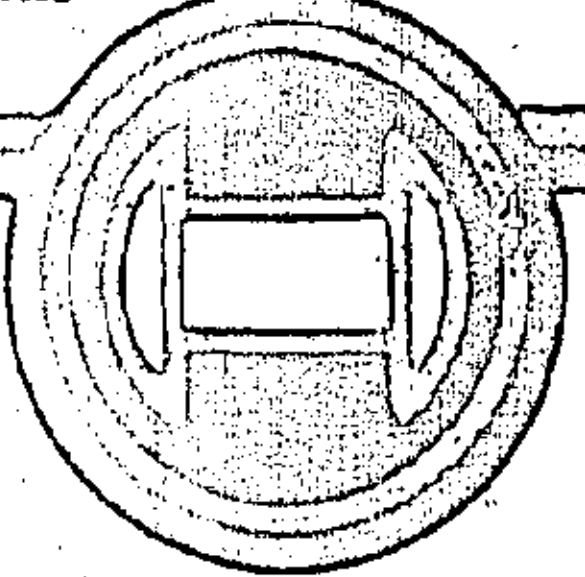
The Robert Bosch Magneto are made of the best materials and with equipment ideally designed for quality production.

- 1—Cylinder Magneto:
Right or Left Hand.....\$61
- 2—Cylinder Magneto:
Right or Left Hand.....\$85
- 4—Cylinder Magneto: [S]
Right or Left Hand.....\$80
- 6—Cylinder Magneto:
Right or Left Hand.....\$95

THE DRAGON MOTOR CAR COMPANY, LIMITED.

Telephone Central 1246, or 1247.
33, Wong Nei Chung Rd., (Happy Valley.)

Pay close attention to the name of
ROBERT BOSCH
and this



THE MOTOR SHOW AT LONDON.

A Triumph for the British Industry.

(Being the conclusion of a special report to "The Hongkong Telegraph".)

Having dealt in the first portion of this report with most of the more powerful types of motor car, it remains to refer to the modern developments of the light car that have done so much to put the British Motor Industry on its feet again. Before doing so, however, some reference should be made to the progress in respect of the electrical equipment, which is essential on large and small cars alike.

Electrical Equipment.

A few years back many people thought that the days of the magneto were numbered. This has proved to be by no means the case. Neither has any one type of magneto succeeded in ousting the remainder. For example, one finds the British Thomson-Houston Company exhibiting two distinct ranges of machines, the one range being of the Polar inductor type and the other having rotating armatures. One of the advantages of the Polar inductor system, in which the magnetic field rotates while the armature remains stationary, is that the magneto can be run at reduced speed, giving four sparks for each revolution. The type is made to suit four, six and eight-cylinder engines. In one variety of the rotating armature machines a movable sleeve is inserted between the armature and the magneto poles, with the result that uniform sparking density is obtained over a timing range of 45 degrees. A somewhat similar effect is obtained by using the B.T.H. automatic ignition advancing mechanism. This device operates on the rotating shaft and advances the ignition in accordance with the speed by actually advancing the rotating of the shaft itself. The result is to improve acceleration from low to normal speeds and to make exceptionally low speeds possible while running on top gear.

As regards other electrical equipment, valuable new devices have recently been marketed. Thus the famous firm of accessory manufacturers, Messrs. S. Smith & Sons, have an ingenious form of spotlight that can be operated from the interior of a saloon without lowering the window. The light can be turned into any desired direction by means of a small wheel and lever. The same firm has a new direction indicator combined with a mirror and occupying the position usually accorded to the latter. The driver controls a switch which illuminates arrows pointing in the direction in which he is about to turn or indicating his intention of stopping.

In respect of car lighting the great problem of the moment is to

provide adequate illumination for night running, without causing glare liable to blind approaching drivers. A very cheap and apparently effective equipment is the Cut Glare fitting marketed by Messrs. Shaw & Kilburn, whose big service depots in London are well-known to many visiting motorists from overseas. The device consists of a strip of thin metal wound in spiral form. The direct rays pass through the spiral on to the road without appreciable interference, but those which would incommode approaching drivers are deflected inwards by the spiral.

Power and Comfort.

The car models remaining to be described may be roughly divided into two groups; namely, quite light cars and cars which, though still light, are quite substantial from all points of view, including power and carrying capacity. A typical example in the last named category is the 14 h.p. four-cylinder Armstrong Siddeley. This has been improved in respect of body design and also by the addition of semi-elliptic springs and front wheel brakes. It is a roomy and comfortable car for five persons and its sale price is extraordinarily moderate, especially when one takes into account its complete equipment and the attention that has been given to every detail of bodywork and all-weather equipment.

It is seldom that the Swift Company introduces a new model, which adds to the natural interest taken in the new 12/35 h.p. Swift which supplements the popular 10 horse model. Features of both are the four-wheel brakes, the detachable cylinder head and the aluminium pistons. On the engine of the larger chassis cobalt-chrome steel valves are employed. These are placed side by side and enclosed by a readily detachable cover. The engine has forced lubrication, and cooling by the thermo-siphon system. Every engine is tested to develop over 35 h.p. before it leaves the factory. The drive is through a single plate clutch and a four-speed gear box.

A new model which should find great favour in the overseas markets is the 13 h.p. four-cylinder Clyno, the world export of which is in the hands of the well-known distributors, Messrs. Rootes Limited, of New Bond Street, London, who have several representatives at present touring the world in their interests. The engine, the dimensions of which are 69 by 100 mm., has side by side valves, thermo-siphon circulation and forced lubrication to the main bearings with splash to the big end bearings. The drive is through a cone clutch, three-speed gear box and spiral bevel gear. This model does not, of course, affect the continued production of the 11 h.p. Clyno. The most obvious improvements in the Clyno chassis are in respect of the semi-elliptic front springing, the large diameter fully enclosed front wheel brakes, and the front axle redesigned to take torsional stress.

There are no considerable changes in the 11.9 h.p. Morris-Cowley, which is marketed either with or without four-wheel brakes. In the four-wheel brake model the hand brake operates shoes on the rear drums only, while the foot brakes take effect on all four wheels. A standard fitting to all Morris cars is now the new day and night reading thermo-meter.

Light Cars for 1926.

A new 9/20 h.p. model takes the place of the old 8/18 h.p. Humber, the main improvements being greater power, longer wheelbase and wider track. Petrol is supplied by the Autovac system from a seven gallon tank at the rear of the car. The gear box gives three speeds with right-hand control. The clutch is of the cone type. The "Autoram greaser" system of lubrication is employed throughout the chassis.

The improvements in the 10/26 h.p. Singer are mainly matters of detail, with the exception that the Rubery front wheel brakes are now fitted. The radiator is of an improved type and the de-

sign of the bonnet has been modified. The petrol filler cap is now fitted on the outside. The quarter-elliptic type of spring is retained for the suspension of the front axle, but two leaves are clipped to the axle and a third short leaf is added to take the braking stresses as far as possible off the springs.

A number of changes have been made in the 11/22 h.p. Wolseley model. The radiator has been altered in shape and the lines of the bonnet and the scuttle modified, giving an excellent straight line effect. Seating accommodation has been widened and the battery placed under the front seat instead of on the running board. The 11/22 h.p. Wolseley is now very popular as a light saloon, the bodywork being scientifically designed to reduce weight and admit a certain degree of flexibility. The framework is covered with a light fabric of the leather-cloth type, the result being a carriage possessing all the advantages of the heavy coach-built body, but so light as to be practically as fast on the road as an ordinary open car.

Brief reference was made in the first portion of this report to the Trojan, the latest form of which is a quite roomy four-seater on pneumatic tyres, marketed at home at £145. The use of pneumatics is by no means essential owing to the protection afforded by the exceptionally efficient system of springing, and consequently the solid-tyred type remains standard for ordinary utility purposes.

The 7 h.p. Austin has undergone no appreciable change. It remains unique among small light cars in respect of its speed capabilities and its light weight, which enables it to be lifted over obstacles that might otherwise prove insuperable equally to it and larger and far more powerful vehicles.

Altogether, the recent Olympia Show has proved a complete

CROSSES TO WARN AUTOISTS.



A cross for each person killed in an automobile accident will be placed along Ohio state highways where accidents occur. Fourteen such crosses mark a particularly dangerous spot near McGonigal, in Butler county.

TOLEDO AS AIRPORT.

Leading automobile manufacturers of Toledo, O., are trying to make Toledo an important airplane port of the country. It may be a stopping station for the newly proposed \$3,000,000 air line between New York and Chicago.

AUTOS IN CUBA.

There are 35,000 automobiles in Cuba. Practically all are of American make.

triumph for the British Motor Industry. A few years ago the overseas markets of the industry were practically dead and the home market was seriously threatened by foreign importations. Now the invasion has been completely checked and export trade in British vehicles is increasing by leaps and bounds. It will not be long before the old theory that British cars were only suitable for use on British roads will be extinguished for good and all.

400 MILES AN HOUR.

GERMAN ENGINEER'S PROPHECY.

Halle, Pa., U.S.A., Sept. 27.—Planes will soon make 400 miles an hour, is the prophecy of Dr. Otto A. Koller, German aeronautical expert who is building a small fleet of commercial planes here.

Dr. Koller is planning the construction of a plane which he intends to enter in the next Pulitzer races and which he says will be able to break the present record of 266 miles an hour by at least another 100 miles.

The second improvement which Dr. Koller believes will soon be realized is that commercial planes with room for from 12 to 24 passengers will be able to rise and land with ease on roof of a large hotel.

HALF OF CITY'S TAXES.

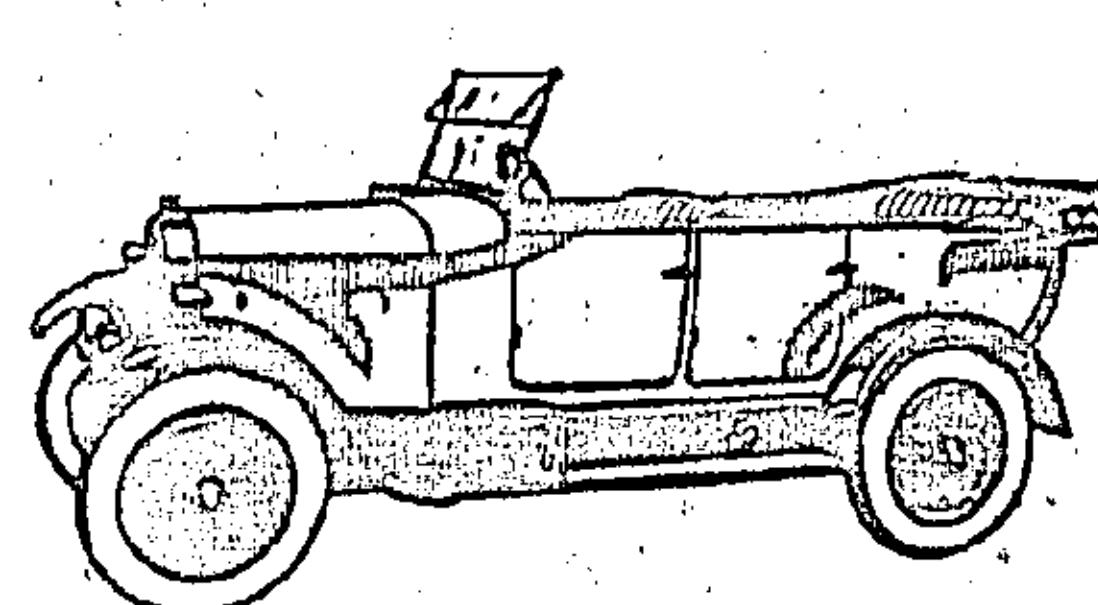
Half of the tax revenue of the city of Highland Park, in Detroit, was paid by the Ford Motor Company.

1926

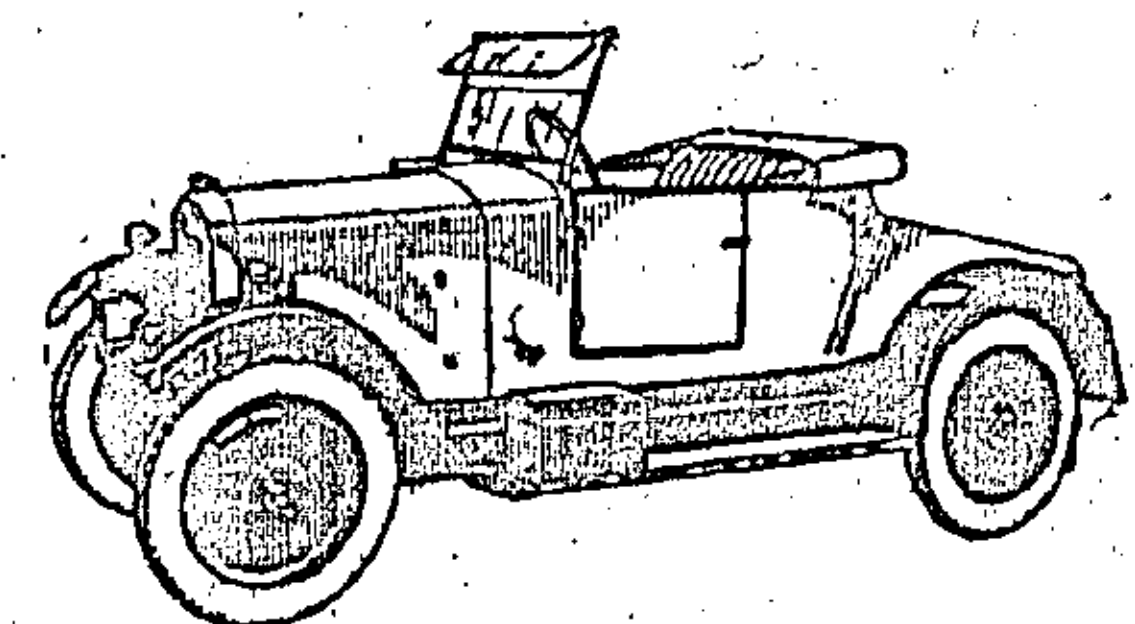


1926

ANNOUNCEMENT



FOUR SEATER "DE LUXE"
\$2,200



TWO SEATER "DE LUXE"
\$2,200

BRITISH THROUGHOUT

OVERHEAD VALVES

PNEUMATIC UPHOLSTERY

FOUR WHEEL BRAKES

DUNLOP RE-INFORCED BALLOON TYRES

AUTOMATIC WINDSCREEN WIPER

33/40 MILES PER GALLON

COMPLETE ALL WEATHER EQUIPMENT LARGE RADIATOR

SMART, EFFICIENT AND ECONOMICAL

"SINGER"

represents all that is best in British Light Car Engineering.

FOR FULL SPECIFICATION AND DEMONSTRATION

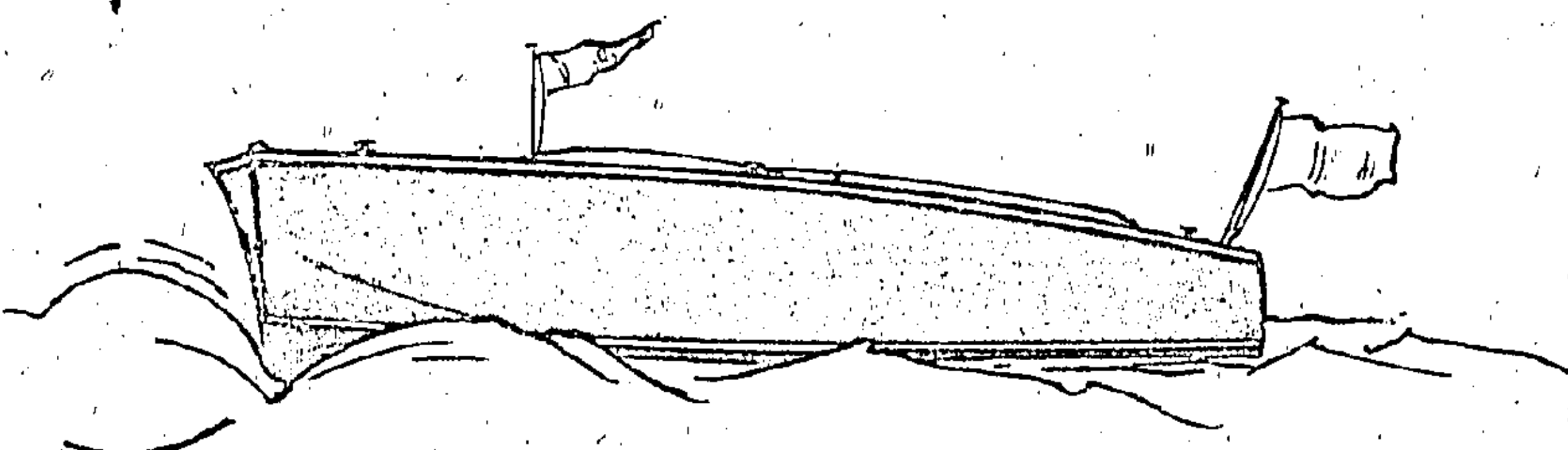
OF THE FEW 1926 MODELS

APPLY TO

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

16 KNOTS

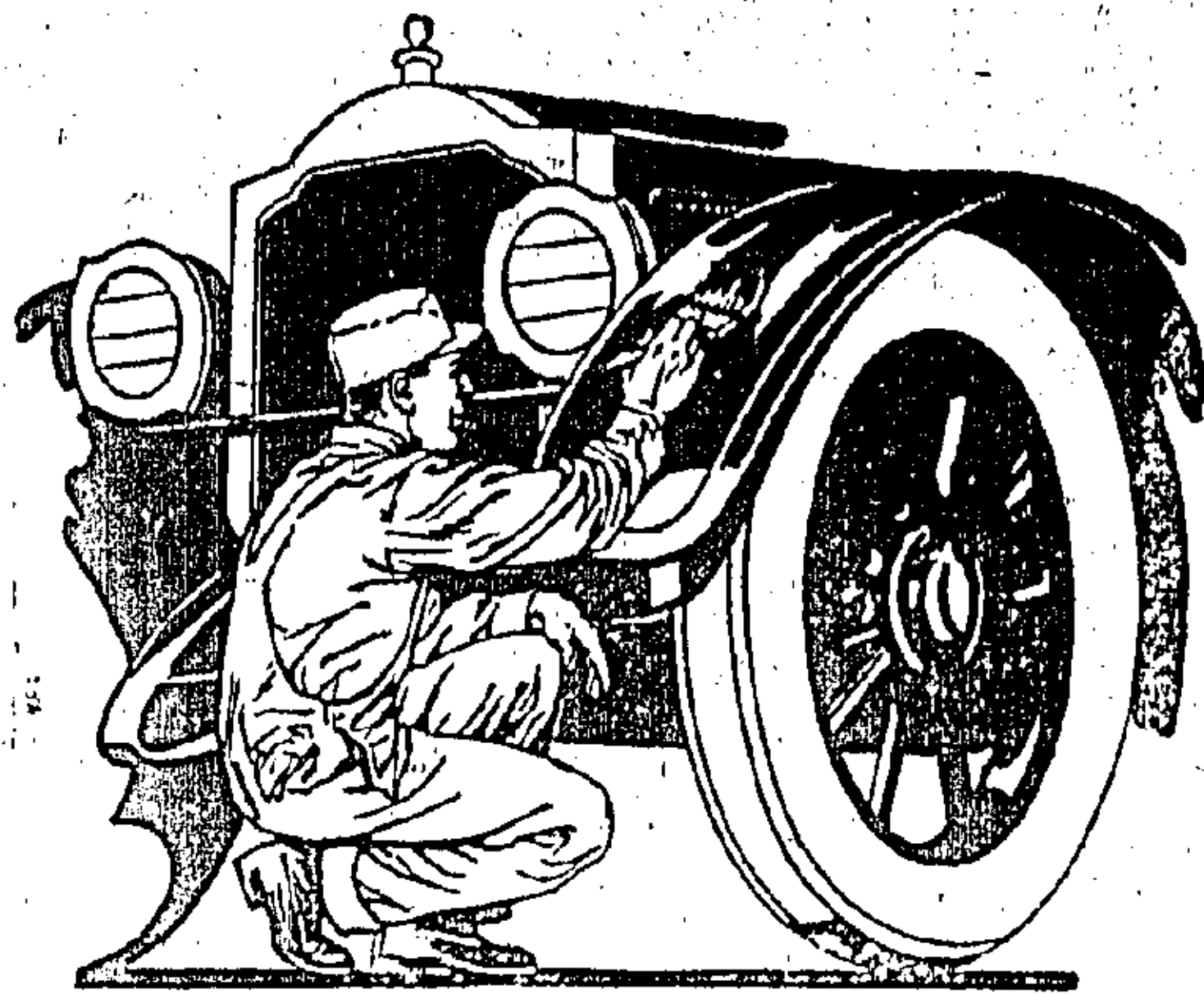


AILSAS CRAIG
FAST RUN ABOUT

BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

DODWELL & CO., LTD. Sole Agents.



PUT A NEW SPRING DRESS ON YOUR CAR

PAINTING—Motor Cars and Cycles.

ELECTRO-PLATING—Of Motor Car and Cycle Parts.

MACHINE SHOP—Latho Work, Milling, Planing, Drilling, etc.

WELDING—Oxy-Acetylene Welding of Broken Motor Parts.

UPHOLSTERING—Tops, Cushion Covers, etc., made and repaired.

ELECTRICAL—Generators, Starters, etc., adjusted, repaired, re-wound.

BATTERIES—All makes of Starting, Lighting, and Ignition Batteries repaired and/or recharged. New Columbia Batteries in stock.

THE DRAGON MOTOR CAR CO., LTD.

Expert and Constant European Supervision.

Telephone Central 1246 or 1247

ENGINE RELIABILITY.

GRUELLING TESTS FOR PACKARD.

Reliability of the modern high speed gasoline motor of great power has been brought forcibly to the attention of the world in the last few days. Events on the water and in the air also have demonstrated what an important part automobile engineers are having in the development of aerial transportation and high speed water travel.

In this personal story of the great epochal flight of the PN 9 No. 3 which for days claimed the attention of the entire world Commander John Rodgers said "the engines worked perfectly and there were no signs of leaks or any other trouble."

Across more than 1,800 miles of the open Pacific ocean the two 500 horse power Packard motors of the big flying boat roared without once missing an explosion for more than 25 hours hurtling ten tons of plane, men and gasoline through the air at 90 miles an hour. Only when the forces of nature upset the calculations of men with head winds that called for greater power and the consequent use of more gasoline did the great plane come down. The motors ran right up to the time the last drop of gasoline was exhausted and went dead together. Commander Rodgers commented on the "total expenditure of gasoline."

While a whole world waited and prayed during the ten-day search of the ocean wastes for Commander Rodgers and his gallant crew of four, other equally brave heroes of the U. S. Navy were placing their trust with confidence born of many successfully met grueling tests in still other motors designed and built by

BALLOON TYRES WIN FAVOUR.

1924 PRODUCTION SURPASSED.

The proportion of balloon tyres, compared with high pressure tyres, is growing larger steadily, according to Miller tyre men, and indications point to their increasing use on passenger cars. Twice as many have been purchased in 1925 as for the entire year of 1924, according to estimates.

Improved methods of manufacture have helped to make balloons popular, as low pressure tyres at the present time have the wearing qualities of high pressure cords, which represented a big advance in construction methods several years ago.

FRENCH ENTER SPAIN.

French auto manufacturers have been starting factories in Spain with the desire partly to avoid the heavy taxes in their own country, and also to get a better entry for their products in the Latin-American countries.

automobile engineers and artisans in the plant of the Packard Motor Car Company.

How merited was this trust is shown in practically the last unfinished sentence in the log of the last tragic flight of the Navy's great airship, the Shenandoah. "Commander orders car in changing course, all engines working perfectly," reads the log.

The Shenandoah twice before had fought successfully against storms which approached the proportions of hurricanes. There was every reason to believe her safe in the air under any condition. However, just as cities have been leveled by earthquakes or tornadoes, and just as great ships of the sea have been sent to the bottom by typhoons, the Shenandoah met one of these as yet unconquerable forces of nature before which she was forced to bow after a terrific battle during which she was rolled and tossed like a chip in a heavy sea.

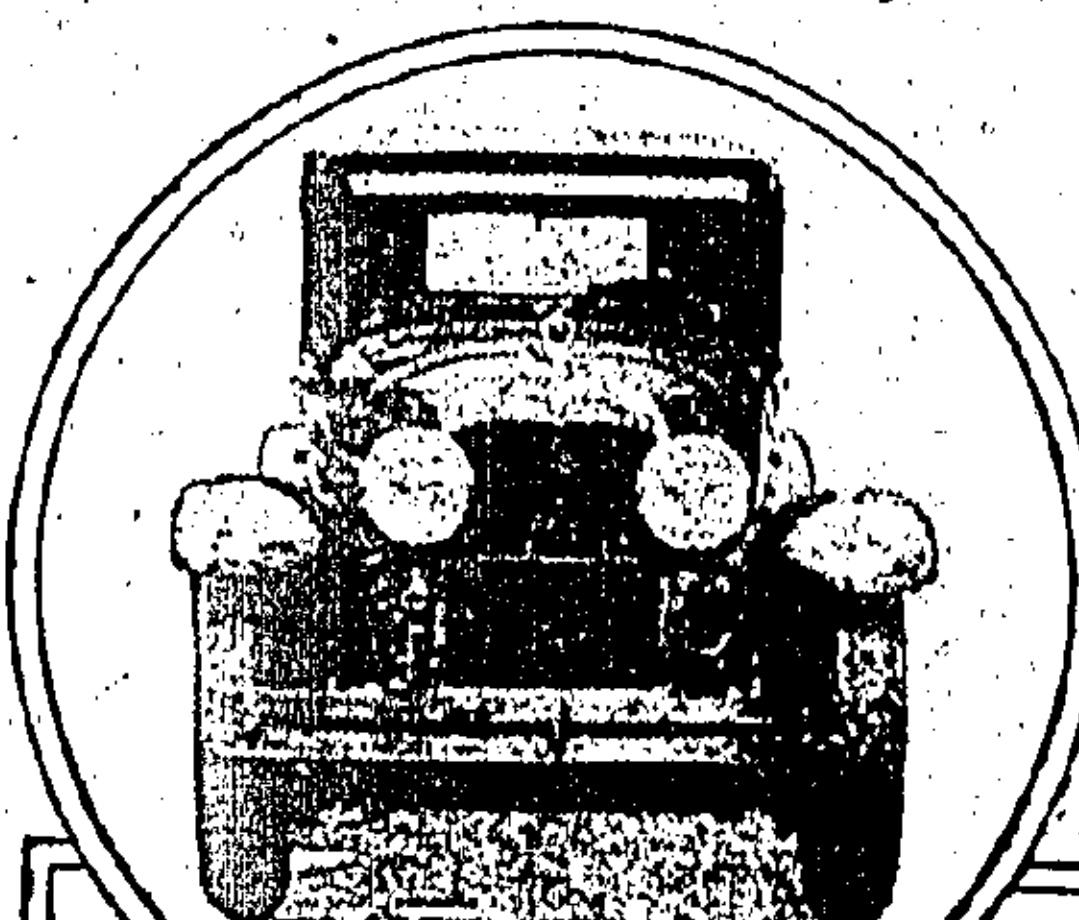
Engines of the Shenandoah were 300 horse power motors especially designed and built for her by the Packard company. Fuel was fed to them by an inch and a half gasoline line that ran nearly the length of the ship. Men familiar with the great airship have marveled since her tragic last flight at the cool courage of her commanding officer, Commander Lansdowne right up to his very plunge into eternity. His last order shutting down each motor may well have saved the lives of those who escaped the fatal surrendering of the ship. He must have known that in the breaking up the gasoline line would be severed and the ship filled with highly explosive gas which the flame from the exhaust of any of the motors would have set off. His order shutting down all motors it is believed undoubtedly saved an even worse tragedy.

While men in motor boat racing do not stake their lives on the dependability of motors as they do in the air no more gruelling test for a gasoline engine could be devised than that given each year during the Gold Cup race and the great 150-mile Detroit sweepstakes contest. Packard motors easily took first and second places in both these speed boat classics this year.

Baby Bootlegger, owned and driven by Caleb Bragg, millionaire New York sportsman, was the winner of the Gold Cup race at Manhasset Bay. Long Island Sound, and Miss Tampa took second place. Each boat had a Packard Gold Cup motor of 260 horse power. Still another Packard powered craft, piloted by Col. J. G. Vincent, vice president of engineering of the Packard company, set a new world's record for the second heat of the race but later was put out of the running with a broken propeller shaft.

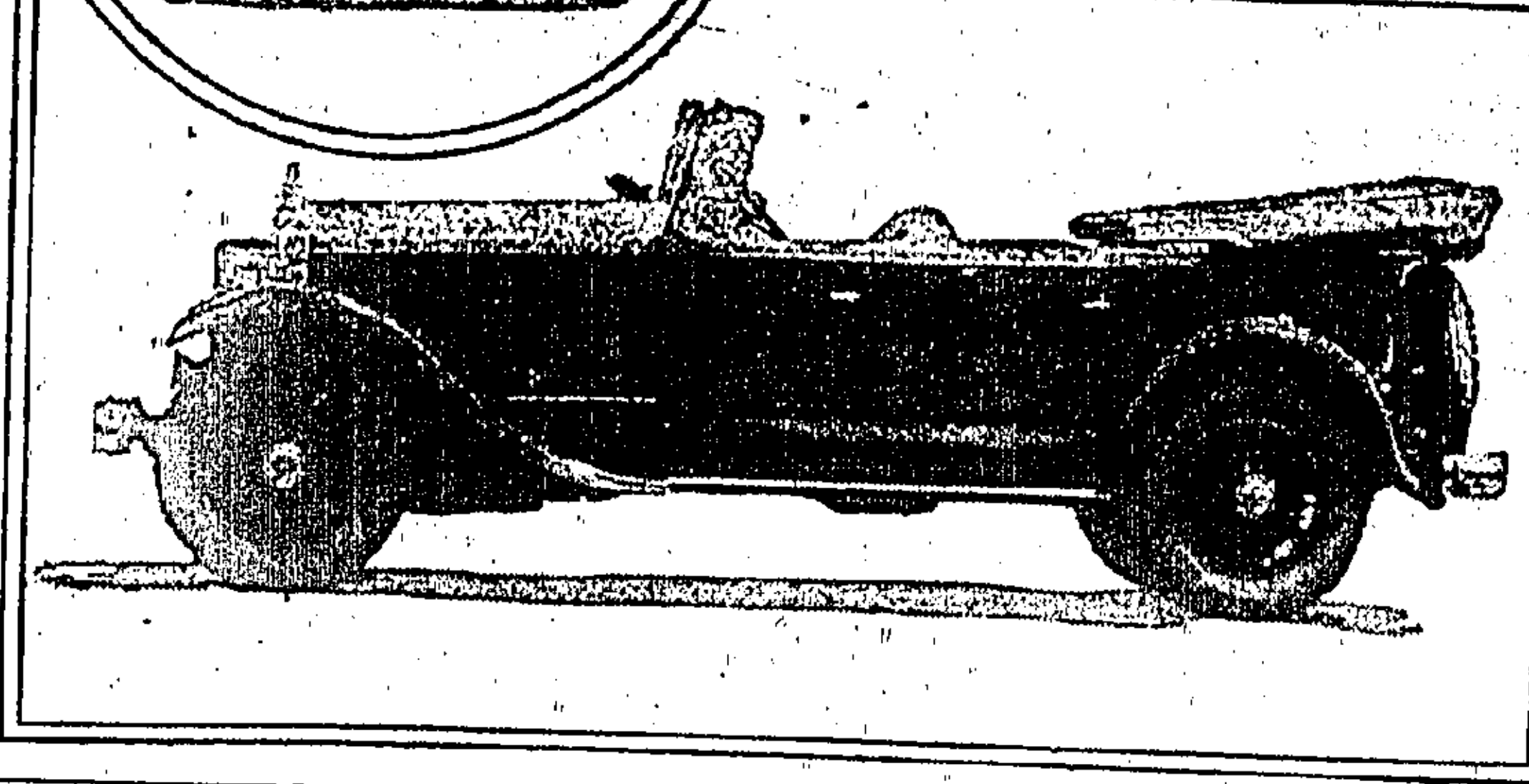
The 150-miles sweepstakes race at Detroit was won by Col. Vincent Labor Day with Packard Christcraft II and Baby Horace III was second, 15 miles ahead of the nearest other contender. Both boats were powered with Packard 12 cylinder Sweepstakes motors developing 500 horse power. Both tore through the water at 60 miles an hour for the whole 150 miles without either motor once missing an explosion.

CADILLAC ANNOUNCES NEW V-EIGHT MODELS.



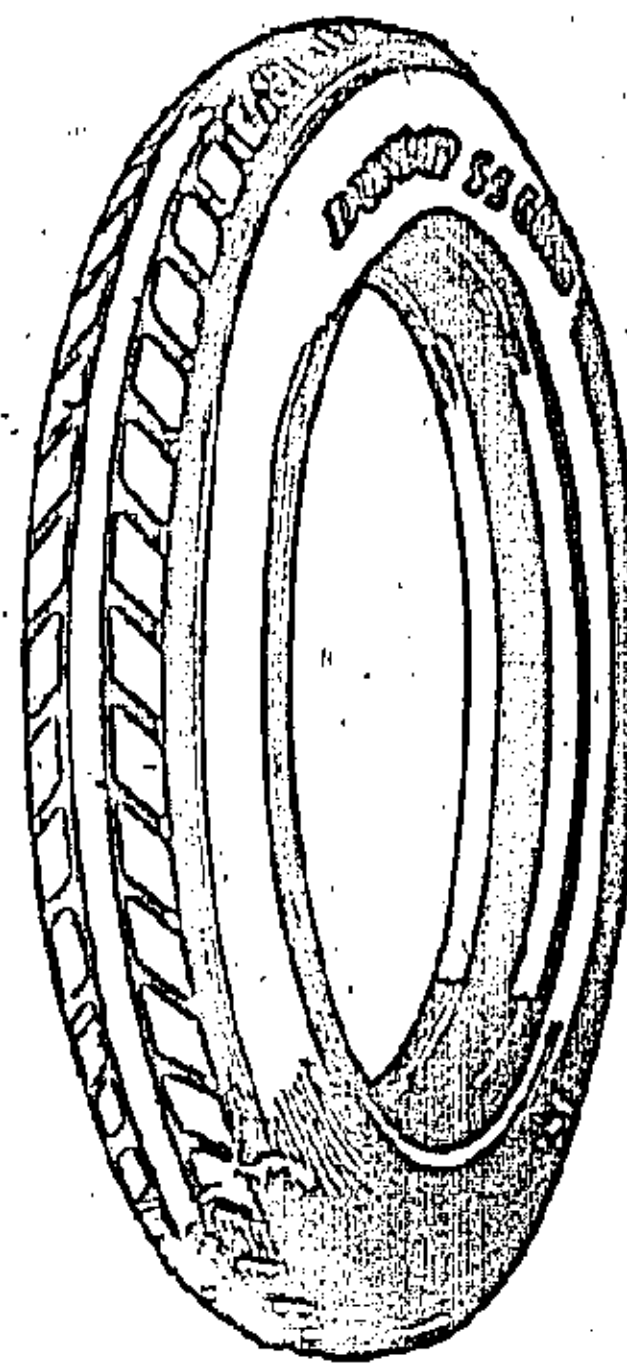
(Circle) Front view of New Cadillac five-passenger custom coupe showing new radiator design.

All new Cadillac open cars, like the seven-passenger touring car below are custom-built.



Why

DUNLOP CORD TYRES



should be on your car

They are the outcome of the longest experience in tyre building.

They are made from raw materials, the production of which is controlled from its source.

They are made on the proved best principles, applied in the best way.

They give longer mileage and better service than any tyres in the world.

AND!—the DUNLOP RUBBER COMPANY maintains its own Branch organisation on the spot, to give effect to the Company's universal policy of Service and Efficiency on all Tyre matters

Dunlop Rubber Co. (China), Ltd.
Hotel Annexe Building. C. 4554.

Hongkong Hotel Garage
(Distributors) C 479. 5.

The fittest survive!

The fittest survive! Neither men nor machines, if they are unfit, can long withstand the crushing strain of an exacting existence.

Buick Valve-in-Head motor cars are built on principles that were established when the motor car industry started, and that these cars survived without change in their fundamentals is convincing proof that they are constructed on basic principles that are correct. In the making of Buicks there has been no yearly shifting from one set of engineering and manufacturing principles to an entirely different set. The Buick Valve-in-Head principle was right in the beginning, and it has been right ever since. Each passing year finds this great principle more firmly and securely established in the estimation of the motoring public.

The Valve-in-Head principle is the great reason for the survival of Buick motor cars. If this principle had not been correct, Buick, too, would have found it necessary to jump from one kind of engine to another in a ceaseless effort to find something that would stand the grilling work a motor car is called upon to do.

The Buick has survived every test that more than a million and a quarter users could devise in the most exacting conditions of worldwide service. There could be no better proof that Buick is the fittest among motor cars.

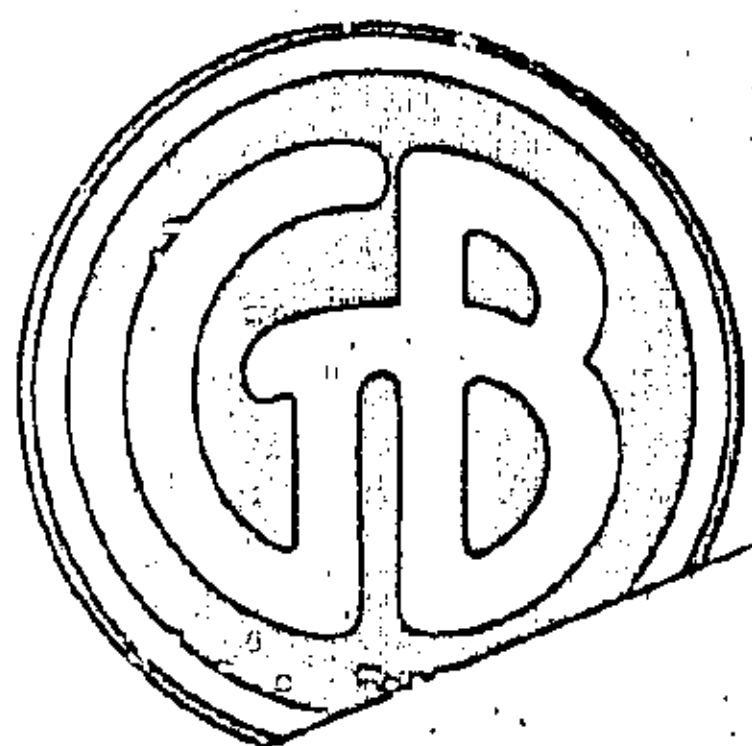
BUICK

VALVE-IN-HEAD MOTOR CARS

Please call or Telephone C. 1036

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Voeux Road Central.



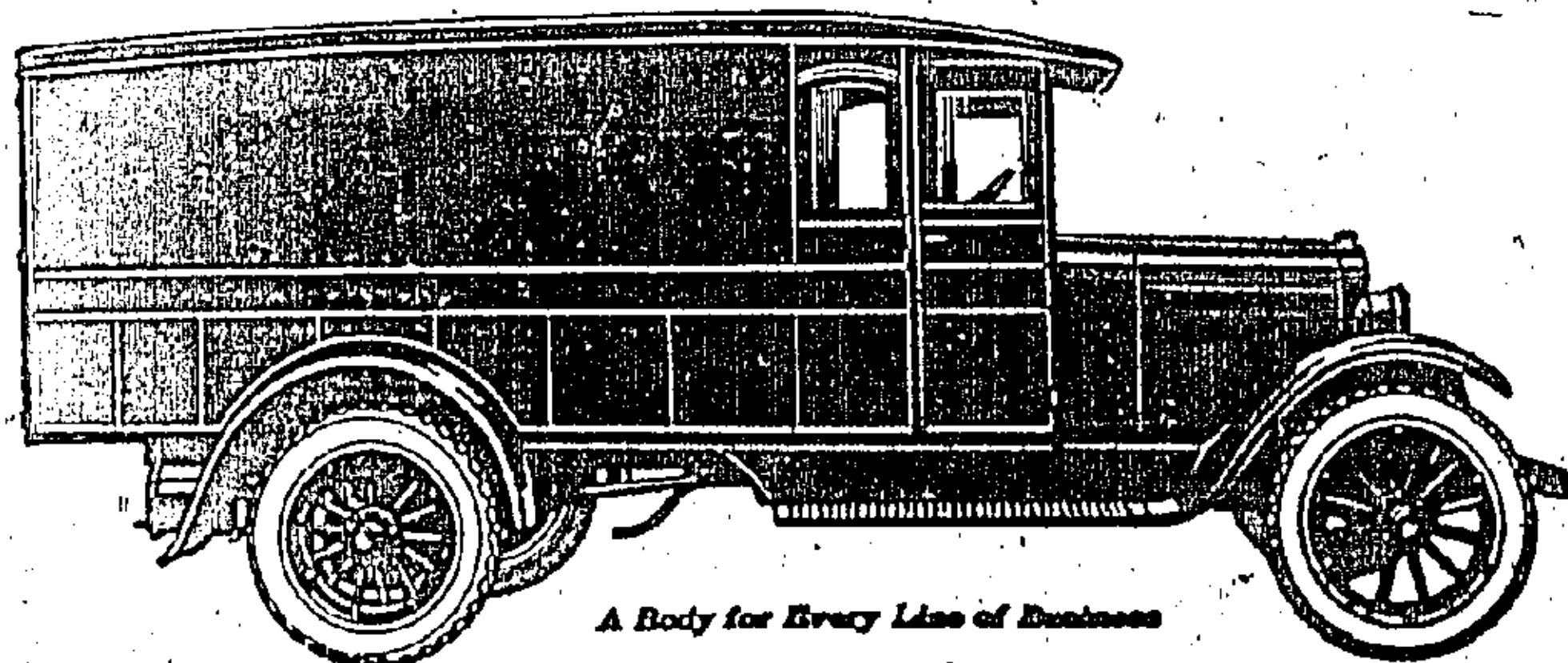
GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

Graham Brothers Trucks are operating successfully in 343 different lines of business.

No more emphatic evidence could be desired of their suitability for every kind of commercial hauling.

THE DRAGON MOTOR CAR CO., LIMITED
33 WONG NEI CHUNG ROAD HAPPY VALLEY



A Body for Every Line of Business

UTAH WANTS MORE

Motorists of Utah may have to pay 34 cents, rather than the 24 cents they are now paying, in tax for each gallon of fuel they buy. The bill for this has passed both houses.

ONE-THIRD U.S. AID

Nearly one-third of the interstate roads, getting federal aid, has already been placed under construction or completed. This covers 25,000 miles of highway, costing more than \$450,000,000.

BATTERIES ALL OVER

American storage batteries were shipped last year to 96 different countries or sections of the earth. They totalled 238,153 and represented a market value of \$2,869,851.

DENISHAWN DANCERS.

WHAT SHANGHAI THINKS.

The famous Denishawn Dancers, headed by Miss Ruth St. Denis and Mr. Ted Shawn, who are to make an appearance for one night only in Hongkong—on Tuesday next at the Queen's Theatre—made a big hit in Shanghai.

Commenting on a performance given before a crowded audience the Shanghai Times says:—

As a rule dancers dance for a living. Miss Ruth St. Denis and Mr. Ted Shawn, however, live for dancing. Such is the impression easily formed after witnessing, even for a few moments, their graceful performances. It has been said that Miss St. Denis dances as the birds sing and the flowers grow—just naturally, and that is the greatest compliment that can be paid her. Nothing more need be said regarding the principals. They and their art are known from one end of the world to the other.

And now the others—a capable collection. First, there is Miss Doris Humphrey, the leader of the girls, able it is said, to interpret any of Miss St. Denis's most difficult parts. Not only is she an imitator, but also a creative artist, and many of her solo performances are children of her own brain. Then there is Miss Anne Douglas, a worthy follower of Miss Doris in gracefulness and loveliness. Daintiness is her most wonderful quality, and her rhythmic movement is the side of her art which captivates everyone.

Charles Weidman is a dancer with talent and a worthy second to Mr. Shawn, and Miss Jeordie Graham, too, knows all there is to be known about her delightful art. In the Zetcheil dance, interpreted with Mr. Shawn, the winsome little lady dominates the stage, and deserves every bit of the applause she received last night.

Altogether a delightful evening, one full of artistry thoroughly performed and appreciated. Shanghai welcomes such a talented company.

GERMANY RATIFIES.

ENTRY INTO LEAGUE.

Berlin, Nov. 27.

The Reichstag by 278 votes to 189 has approved of Germany's entry into the League of Nations.—Reuter.

Later.

The Reichstag has agreed to the third reading of the Bill ratifying the Locarno Treaties by 300 votes to 174.—Reuter.

Berlin, Nov. 27.

The Reichstag, by 231 votes to 174, passed the third reading of the Locarno Bill, embracing the security pact, the arbitration treaties and Germany's entry into the League of Nations, in a practically full house. The galleries assigned to the Diplomatic Corps and the public were crowded. Dr. Luther and Herr Stresemann are leaving for London on Sunday to sign the Treaty, after which the Government will resign and make room for all sections of the Coalition in favour of the Treaty.—Reuter.

TO-DAY'S FOOTBALL.

LEAGUE CHANGES.

The match due for decision between the Surrey Reserves and South China "A" to-day has been postponed on account of the final of the football competition in connection with the "Montague Bates" Cup. The finalists No. 2. Platoon and No. 7 Platoon kick off on the Murray Barracks ground at 4.15 this afternoon.

Kowloon have arranged a friendly fixture with H.M.S. Hermes and are trying the experiment of fielding McKelvie at left back. The team selected is: Vickers; Wheeler and McKelvie; Turner, Sims and Duncan; Taylor, Morrison, Linaker, Mason and Hayes.

The Drums Reserves will meet South China "C" on the Club ground at 2.45 now that the China "A" match has been cancelled.

A patrol covering a distance equal to one and a half times across the continent, has been completed by the Royal Canadian Mounted Police in the past year in the Cumberland Gulf-Baffin Land district. Four police, under Sergt. Wright, traversed on one trip alone 2,230 miles, travelling with dogs and sleds.

"VERY GALLANT GENTLEMEN."

ST. DUNSTON'S TENTH ANNUAL REPORT.

There will be none to question that the tribute paid our war-blinded men by the title given to St. Dunstan's tenth annual report is very fully deserved.

Everyone knows how these men in the years during and following the War set themselves, with St. Dunstan's help, to master their great handicap. This tenth report tells how convincingly that victory has been won—how the skill gained in workshops and classrooms has been turned to lasting account in the work-a-day world.

Ten years is a long time, and with the greatness of their sacrifice inevitably fading somewhat in public memory, one could understand and make allowance for some slackening of effort among the war-blinded men themselves.

Evidence of the faith of the public, the necessity for the continuance of the work St. Dunstan's is doing, and of the sustained sympathy which is universally felt for the objects for which the organisation exists is provided in the fact that the balance sheet this year shows a considerable excess of income over expenditure. This sound financial position is, however, largely due to the receipt in the period covered by this report of a very generous legacy. In a foreword to the report proper, it is emphasised that no charitable organisation would be justified in relying upon financing an enterprise like St. Dunstan's, whose commitments are necessarily many and varied, by the hope of receiving such legacies.

The continued support of the general public, in the form of donations and subscriptions, is still essential if St. Dunstan's pledge that the men blinded in the service of the Empire will be properly cared for for the rest of their lives, is to be fully redeemed.

A circumstance which causes the Council of St. Dunstan's some anxiety is the fact that, week by week, there are new cases needing admission. They are exclusively military cases whose loss of sight is directly attributable to or aggravated by war service. "In our view," the report states, "these men are entitled to equal treatment with those men actually blinded during the war period, and as far as lies in our power, we shall give them the same facilities."

A striking feature of the report are the many letters published from the men of St. Dunstan's themselves. They tell of fine achievement, of problems bravely faced and overcome, and, above all, they give proof of the real happiness the war-blinded men find in their post-war lives of physical darkness. For instance, one man writes that he has just completed the erection of a house for himself, his portion of the labour being to make all the doors, door-frames, sashes and window-frames, while his estimate for another house has just been accepted. Another from New Zealand tells of the building by himself and his brother of three miles of fencing, while yet another is making a couple of big gates for a country mansion. Some indication of the close touch kept with the men by the After-Care Organisation alone may be gathered from the fact that annually nearly eleven thousand letters from St. Dunstaners are received and answered, and over two thousand personal interviews given.

Among other interesting facts we learn that some of the special occupations followed by St. Dunstan's-trained men include a hotel proprietor, a mail order expert, an insurance broker, a coal merchant, several sales managers, a barrister, a correspondence manager, a Chartered Accountant, and a footwear wholesaler—to mention but a few examples; that decorations won by St. Dunstaners include one Victoria Cross, six Military Crosses, one Distinguished Conduct Medal, twenty-nine Military Medals, two Croix de Guerre, one Medaille Militaire, one Order of St. Vladimir, one Order of St. George, and one Order of St. Leopold; that over one hundred St. Dunstan's men have lost one or more limbs as well as sight, and all skilled workers at some craft or profession, and that the first blinded man to win a Rhodes Scholarship at Oxford is a Canadian St. Dunstaner.

To sum up, this report provides a wonderfully impressive record of strikingly successful work on behalf of a section of the community for whom we must all acknowledge a great debt of grati-

BUYING A STRIPE.

TO-DAY'S COURT MARTIAL.

At a District Court Martial presided over by Major J. F. Drake 1st. Bn. East Surrey Regiment, at Wellington Barracks, this morning, Havildar Major Chan Chu Fat, 40th Coy. R. E. (native personnel), was charged with receiving a valuable consideration in respect of promotion on November 9th from Naik Leung Tai. Other officers on the Bench were Capt. J. W. McCarty (C.R.A.), and Lt. J. H. Smith (C.R.A.). Mr. L. D. Turner appeared for the accused, and Lt. A. J. L. Whyte, R.E., prosecuted.

A Corporal spoke of Leung Tai speaking to him about the likelihood of the accused asking him for some money, and expressing the fear that he (accused) would lead him a "dog's life" if he did not pay him money.

An acting Company Sergeant Major said Leung Tai came to him and said the accused had demanded \$50 in payment for a stripe, and had taken \$20 dollars on account. He said he had five witnesses to prove it.

There are nine witnesses for the prosecution, and the Court is proceeding.

QUEEN MOTHER'S DEATH.

HONGKONG'S SYMPATHY APPRECIATED.

The following telegram, dated 25th inst., has been received by His Excellency the Governor:—"Your telegram 23rd November has been laid before Their Majesties and I am commanded to request you to convey to Executive and Legislative Councils of Hongkong Their Majesty's deep appreciation of the heartfelt and loyal sympathy tendered to them and to the Royal Family in their great bereavement. Secretary of State for the Colonies."

STRAITS LOANS.

LATEST QUOTATIONS.

Messrs. Benjamin and Potts have received the following quotations from their Singapore Agent, quoting buyers of the following Straits Loans:—

S.S. 5½% Loan (1919)	103½
S.S. 5½% Loan (1928)	105
S.S. 7% Loan (1926)	101
5% Victory Bonds	105

tude, and it is good to know that the most effective way of discharging that obligation is to give material support to the Organisation which has so well deserved public confidence in ten years of practical philanthropy in the truest expression of the term.

NEW RACKETS.

—EX 8/5 MOREA.—
TO SUIT EVERY PURSE.

WHY BUY OLD STOCK?

Slazenger's

'PRIMORIS'

\$40.00

Spalding's

'TOURNAMENT'

\$24.00

Jame's

'CRITERION'

\$24.00

Hobbie's

'STEEL RACKETS'

\$12.50

Dayton

'STEEL RACKETS'

\$22.50

Spalding's

'MODEL G'

\$32.50

Spalding's

'BALMORAL'

\$30.00

Spalding's

'GOLD MEDAL'

\$30.00

Spalding's

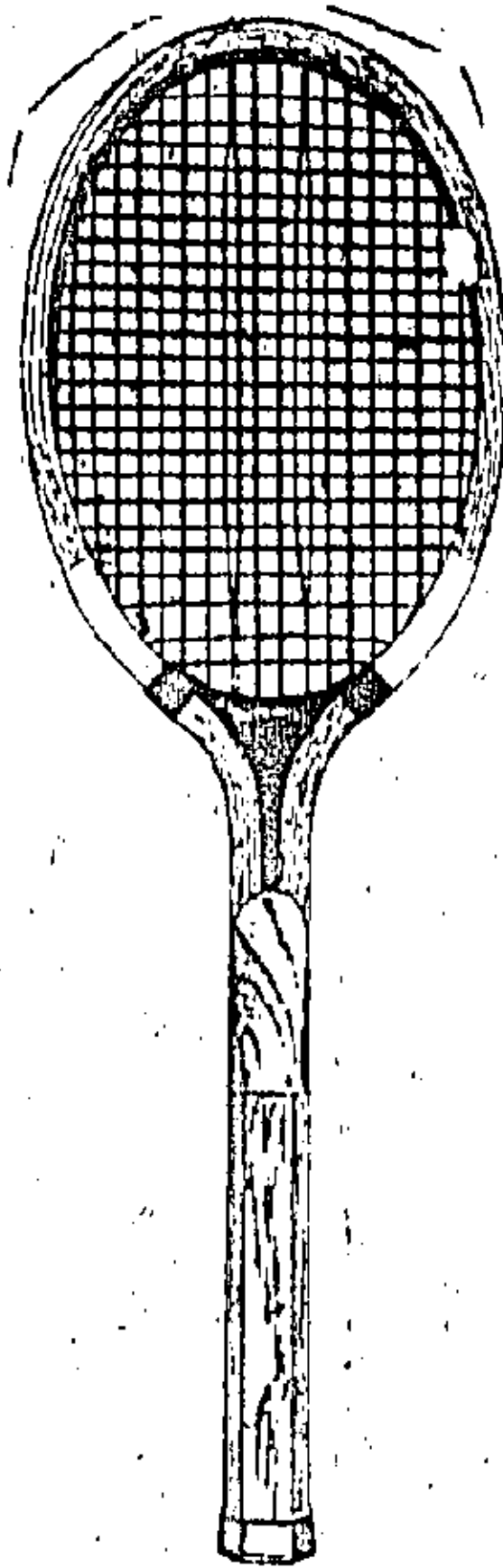
'VANTAGE'

\$19.50

Spalding's

'WINDERMERE'

\$14.00



TENNIS BALLS.

SUPPLIES OF THE NEW DUNLOP

BALL WILL BE HERE SHORTLY. We are Sole agents

LANE, CRAWFORD, LTD.

USUAL CASH DISCOUNTS.

THE KIDDIES

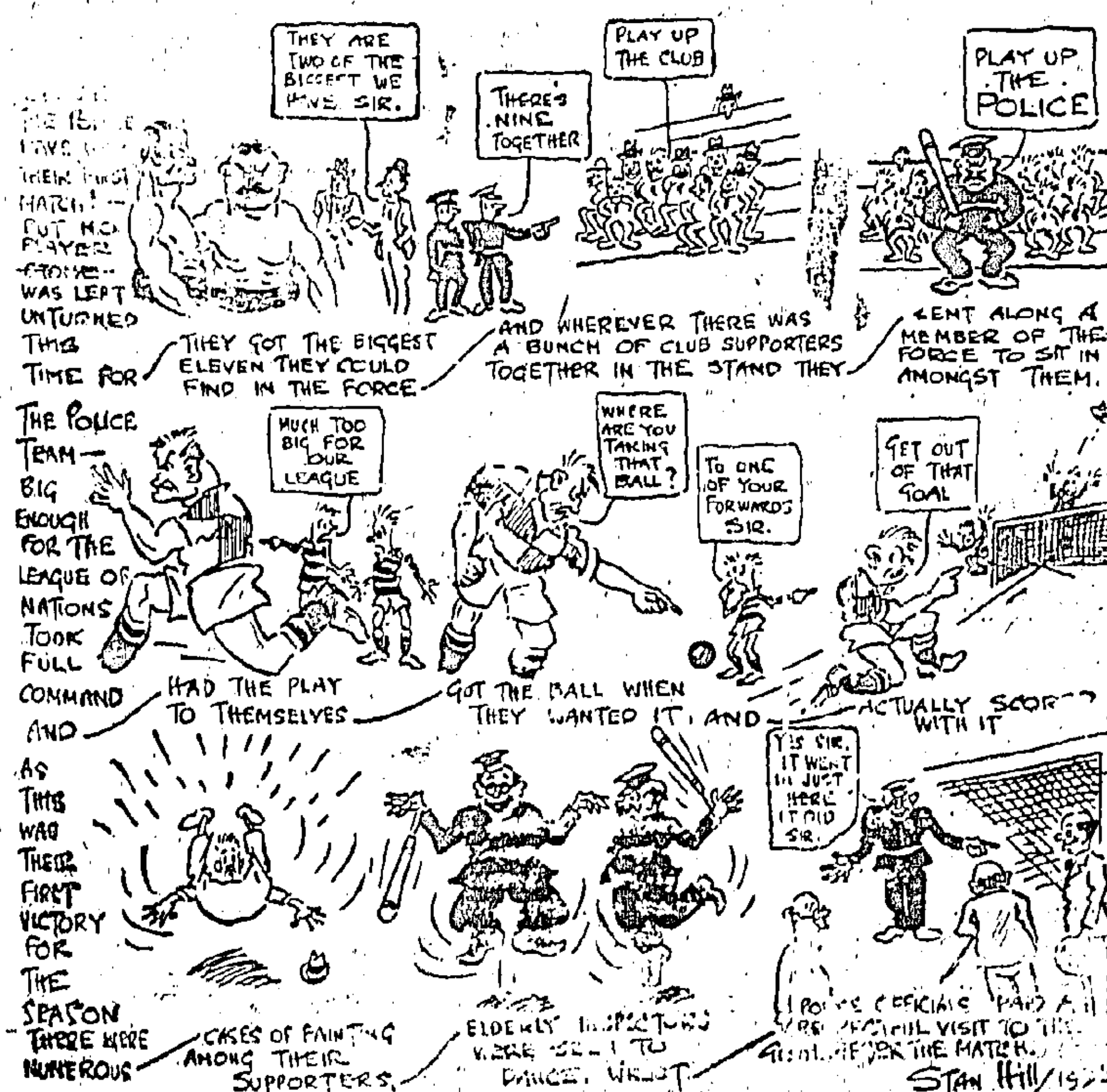
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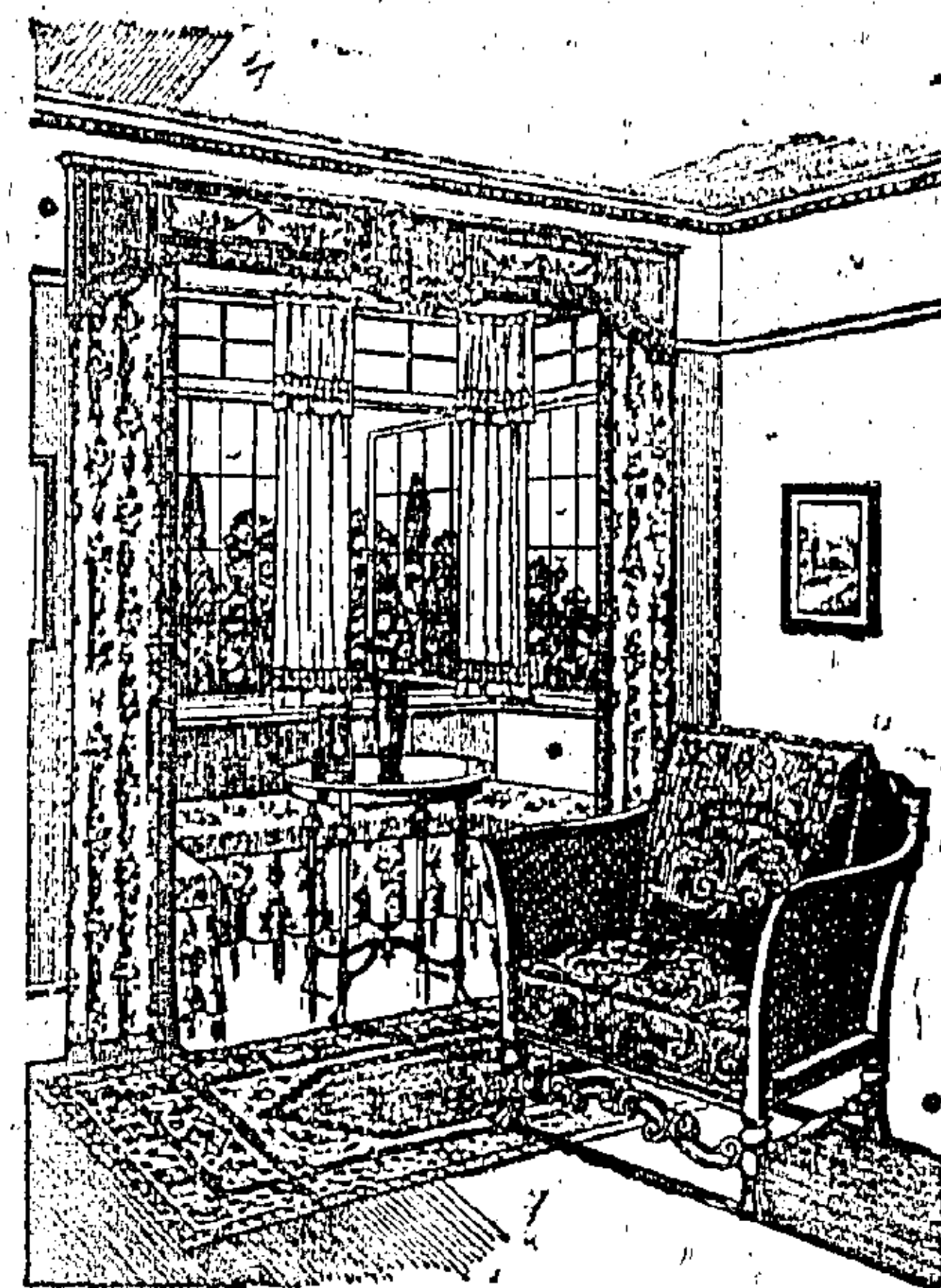
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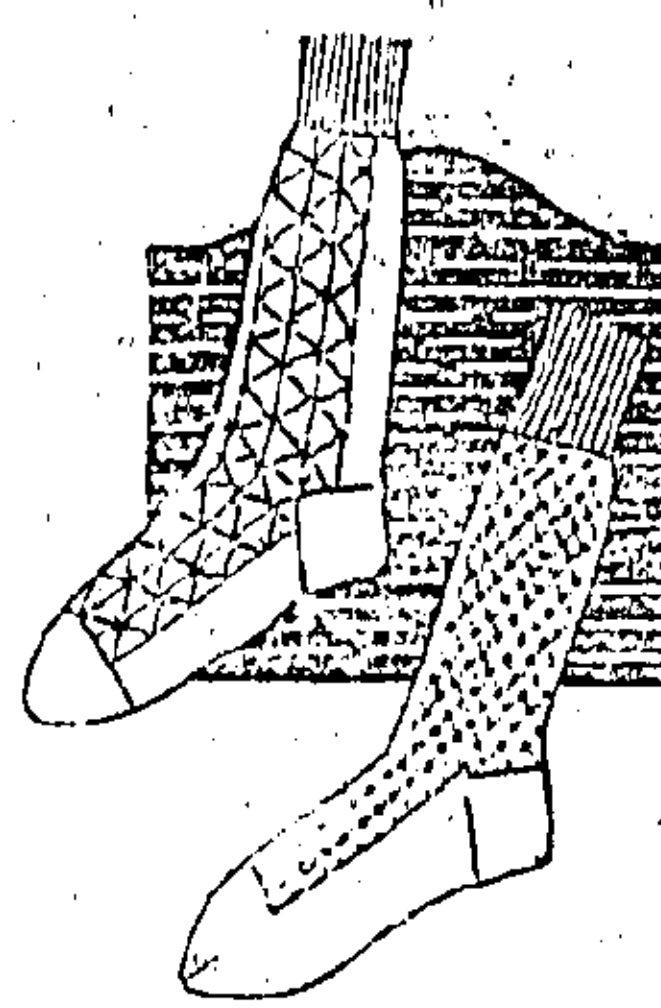
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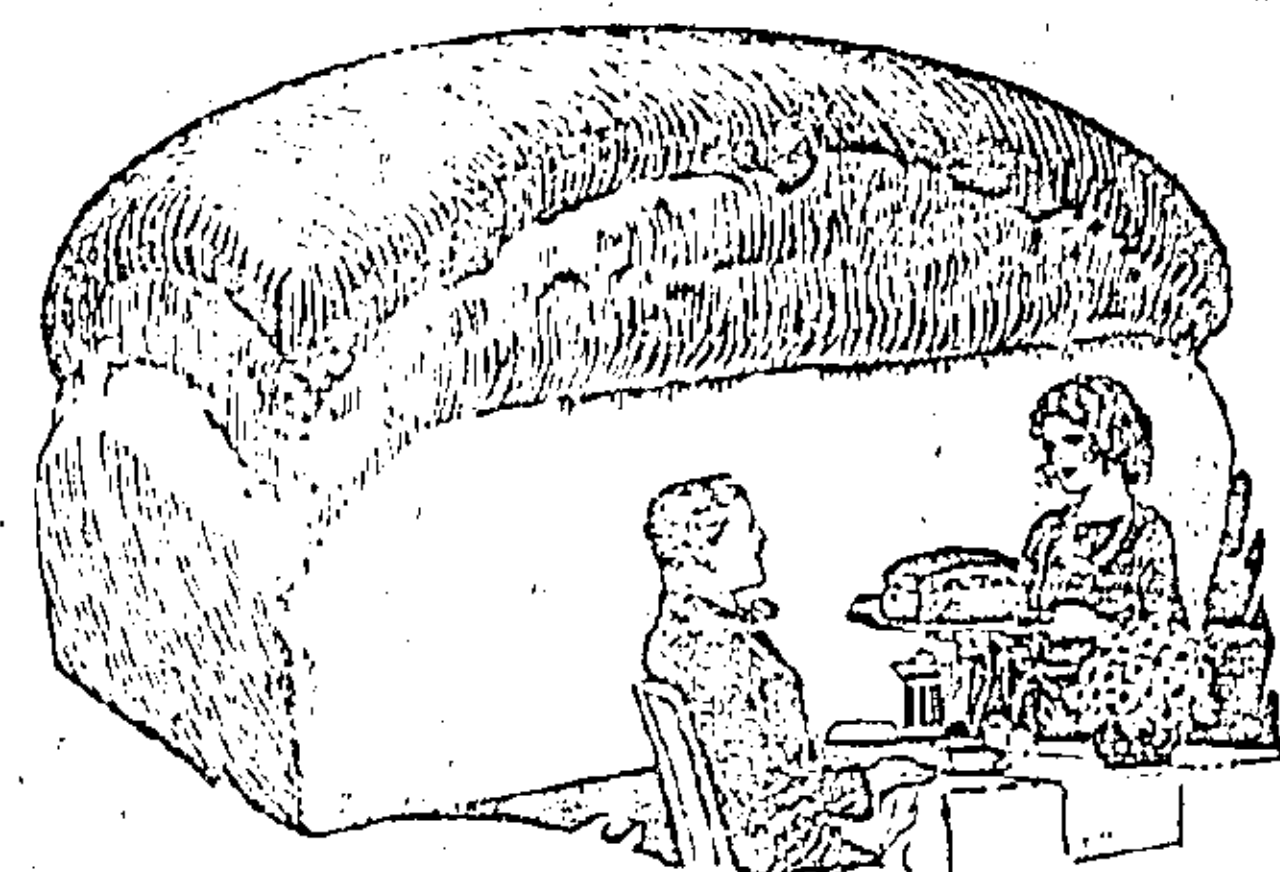
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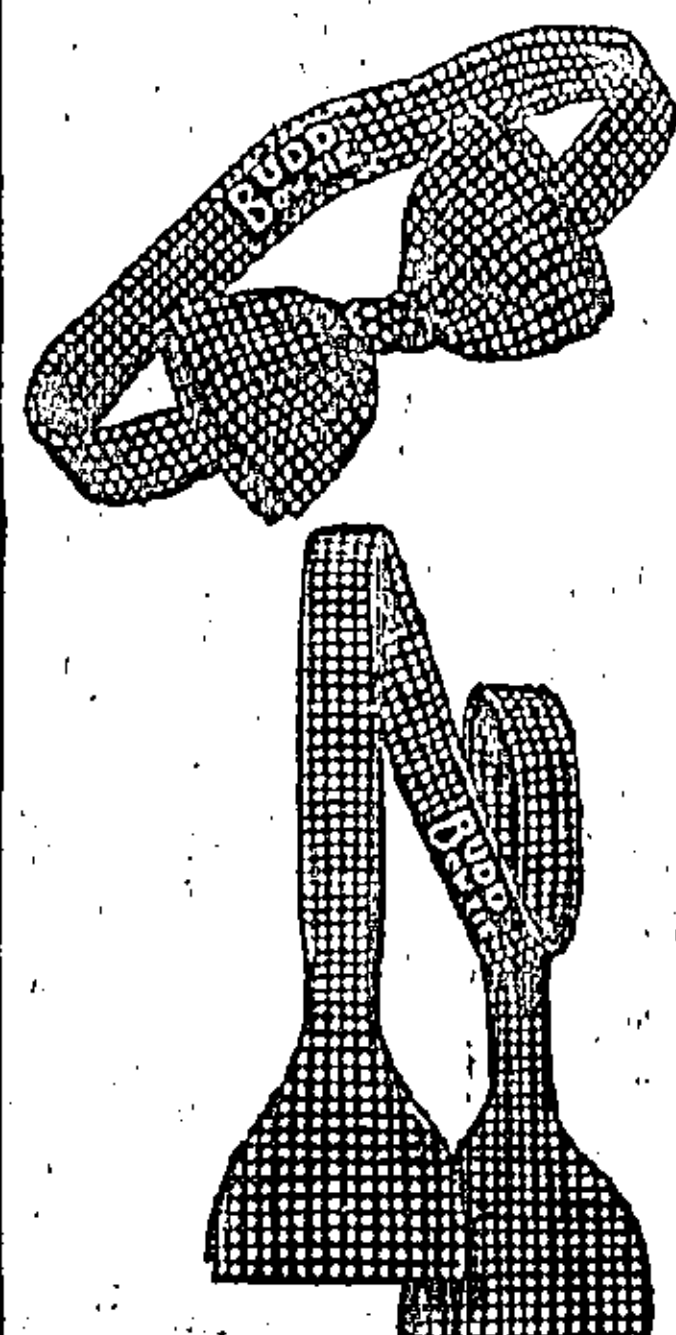
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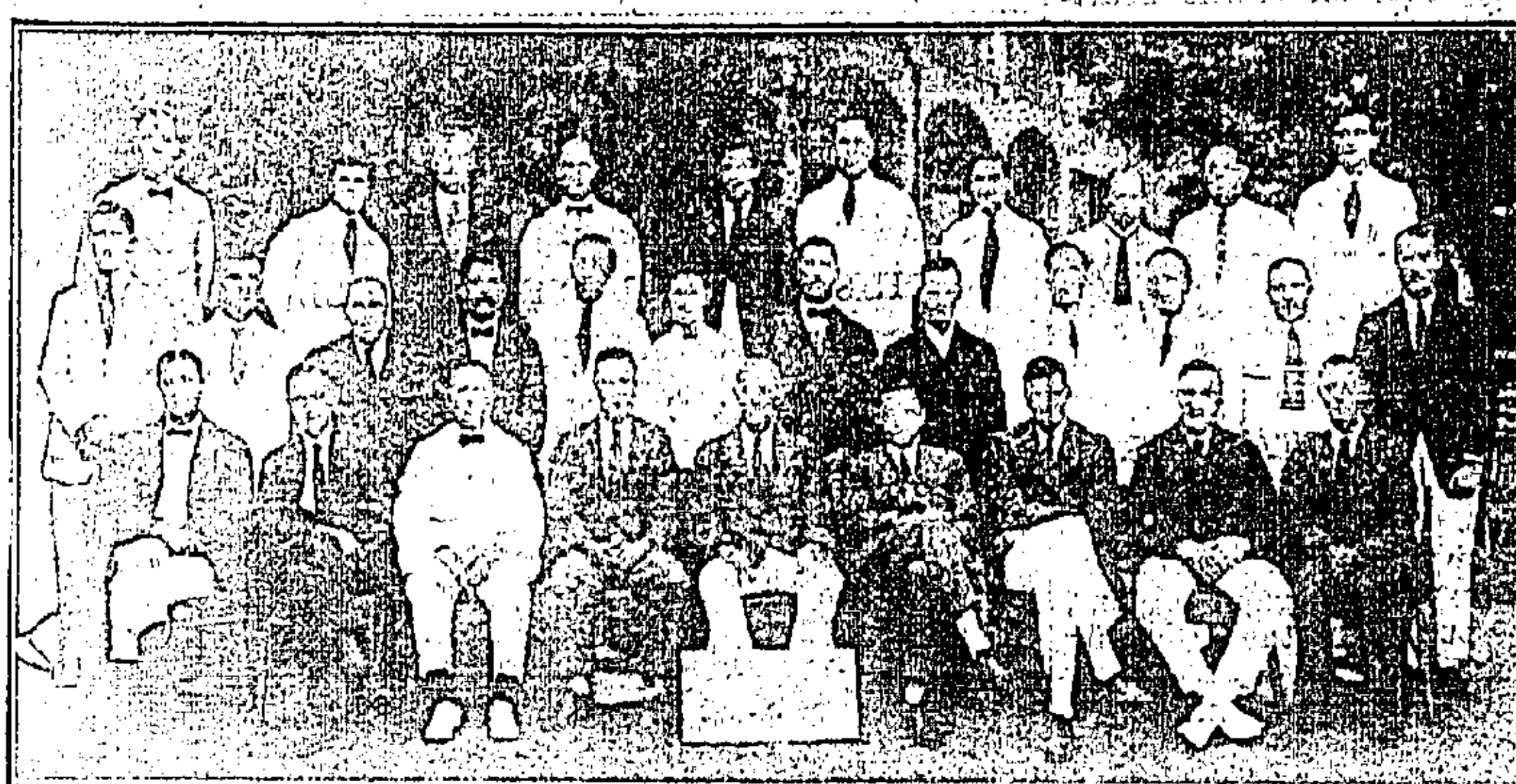
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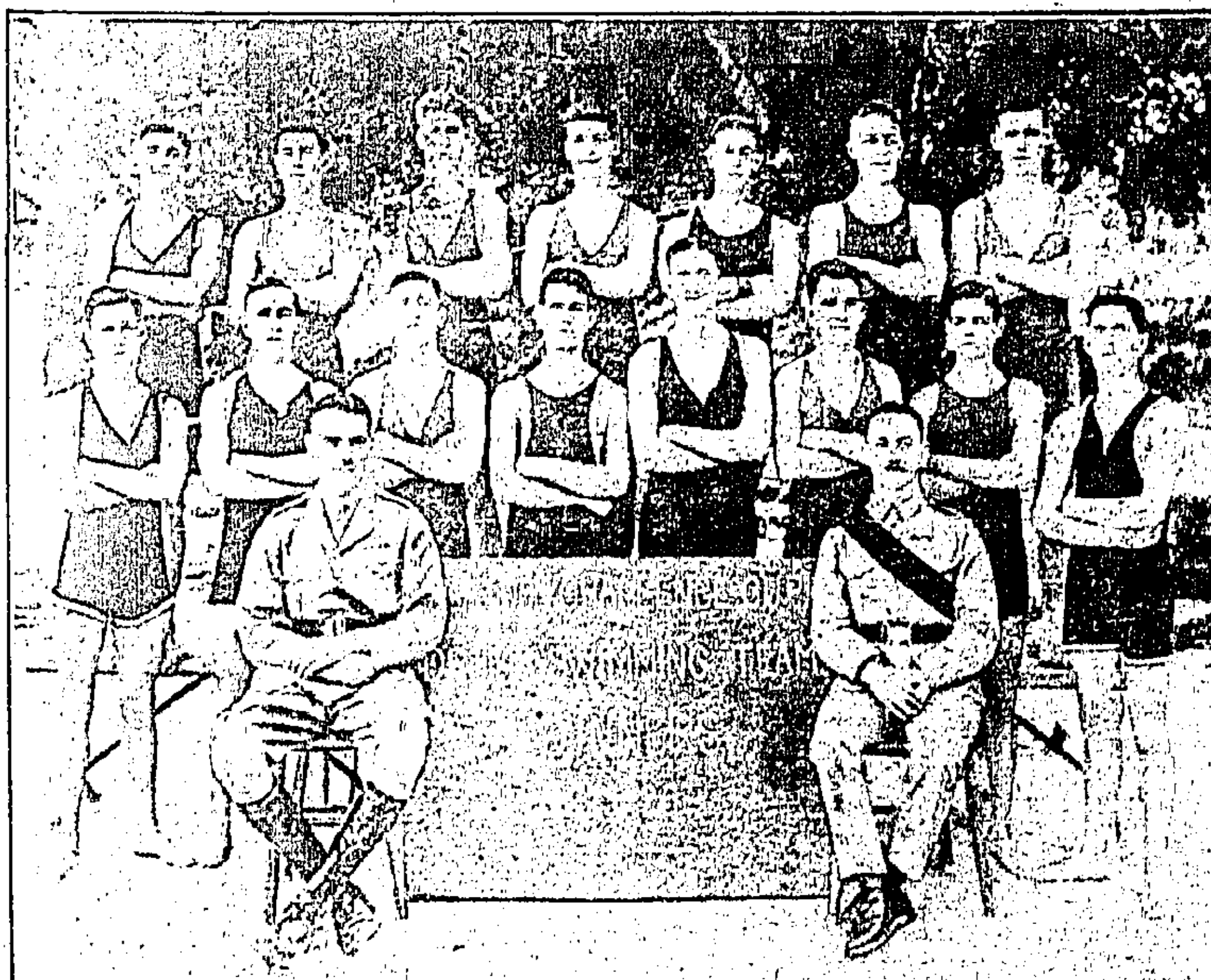
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This team (the Surreys' Drums) won the 100 yards relay contest for the Montague-Bates Inter-Platoon Cup. (Photo: Ming Yuen).



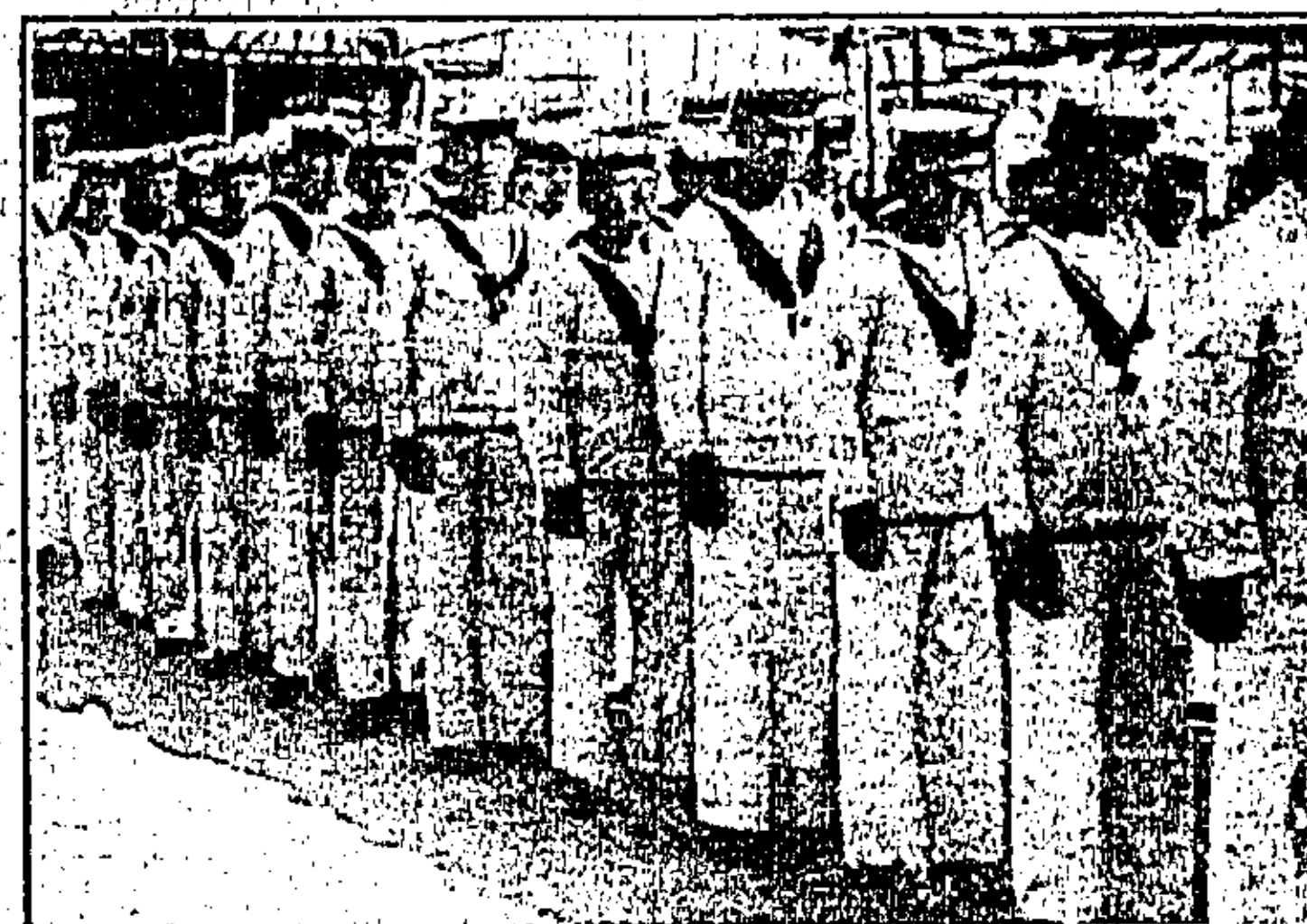
This is a group from the Hongkong Naval Dockyard staff, described as "Men from the East serving in the East." They are all from Chatham and Sheerness. (Photo: Ming Yuen).



Here is the Surrey's Drums swimming team which came out on top in the Platoon Challenge Cup contest. (Photo: Ming Yuen).



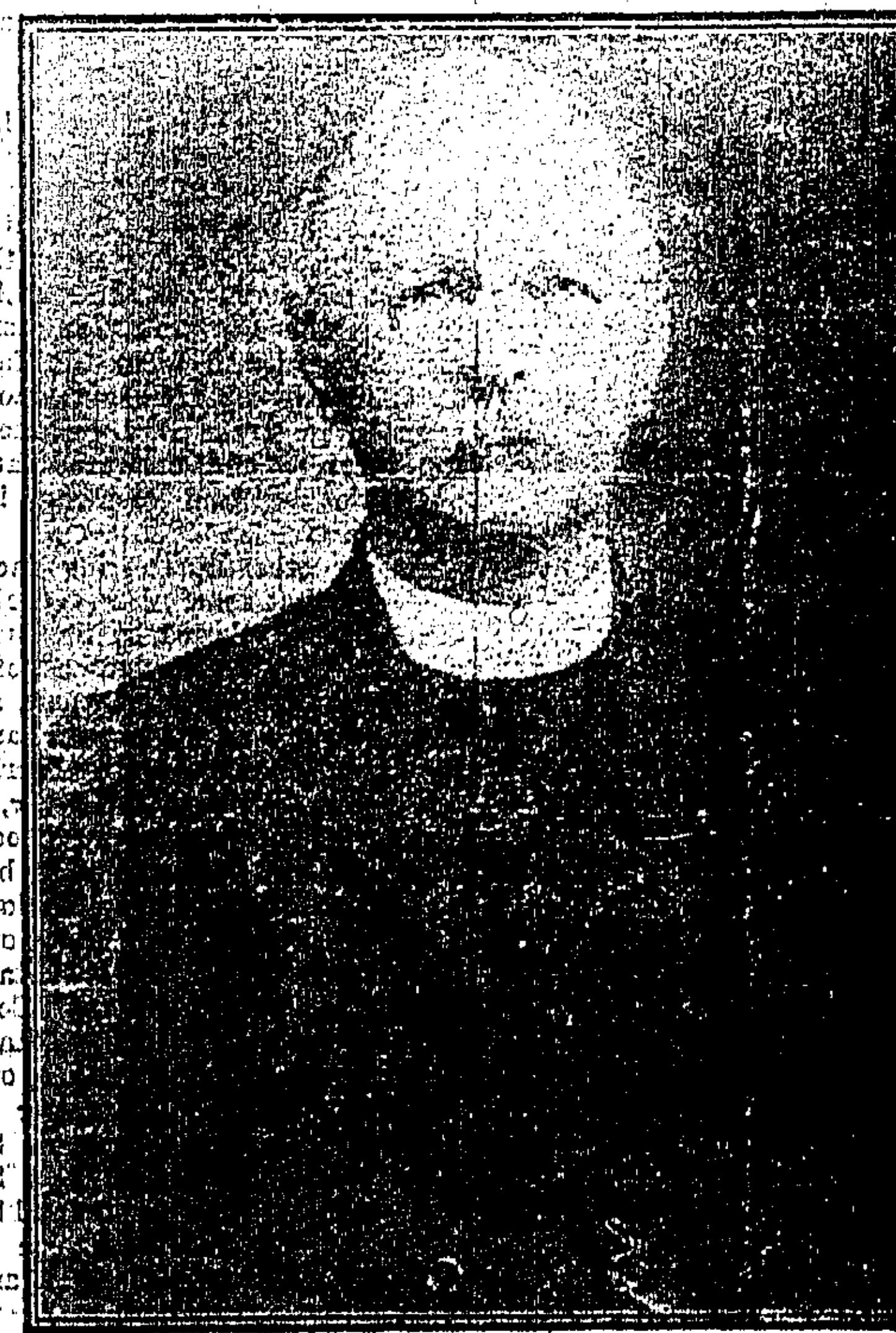
Naval men filing into St. John's Cathedral for the memorial service to the victims of the "M-1" disaster. (Photo: Ming Yuen).



Some of the British naval men who attended the "M-1" memorial service at the Roman Catholic Cathedral, Hongkong. (Photo: Mee Cheung).



Clergy about to enter the Cathedral for the "M-1" memorial service. The Bishop of Victoria is seen on extreme right. (Photo: Ming Yuen).



The Rev. G. R. Bondfield, for many years Secretary of the British and Foreign Bible Society in China, and a former pastor of Union Church, Hongkong, who has just passed away.

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WEST COUNTRY LORE.

Old Plant Dyes of Britain.

A superstition still prevails in the West Country that it is of ill omen to eat either blackberries or mushrooms in October. The Devon folk give as a reason that "the Devil spits on them." It is not a pleasant idea, and they are avoided; writes "B.T." in the *Observer*. The less romantic inhabitants of the South and East of England have got rid of most of such old fears and fancies as still keep a romantic grip on the Western coast all the way from Land's End to Skye but no one finds it easier to understand the reason than the visitor from the East to the West. Walk by the Goats Path from Lynmouth to the Hunter's Inn, and you will scarcely avoid the sense that you are beset by mystery all along the route. Faces shape themselves in the gargoyles rocks. Fairy landtapes open at your feet where the lichen and feather moss join. The thick wet woods near the shores are queerly shapeless and fantastic. The more naked valleys, clad on both sides by bracken, now wholly yellow and red-brown, have a hugeness independent of their acreage. Myth and legend live even in tourist-haunted centres, and it comes scarcely as a surprise that even a well-educated man should be quite uneasy when asked so much as to hold a basket of devil-faith blackberries.

Contrasts between the use and neglect of the natural wealth of the countryside continually meet one in the West, as they do not in the East. A squatter from other climes, who picks the umbrellas mushroom and eats the bolotus with gusto, is regarded as almost self-sacrificial. The mushroom harvest, always lavish, even in this worst of mushroom years, is grossly neglected; and tons of large and luscious blackberries on banks almost within town or village are quite neglected. Happily at the same time certain almost esoteric virtues in wild plants are appreciated in the West as they are not in the East.

A considerable number of country folk have some skill, for example, in dyes. The picking of bilberries or whortleberries by families gypsies on the Radnor hills is almost an industry; and only those who have tried to pick a pint or so of these shy tiny fruits know what labour goes to the harvest. The bilberry, like the black-currant of the garden, always preserves its value as a dye; and perhaps in spite of the new expert work on artificial dyes, local vegetable dye will hold their own, will even increase their vogue. Most plants and fruits, perhaps, are capable of yielding good and lasting dyes. It is known to most house-keepers how very indelible a stain may be left even by the apparently colourless juice of a pear. It rivals the outer case of a walnut of the juice of the blackberry in its indelible quality. But many of the best dyes come not from fruits, but from the more essential essence of the plant itself, the juice that is the very being of the character.

USE OF LICHEN.

One of the dye-plants appreciated here and there in Devon is the grey-green lichen that flourishes on the trunks of trees in the wet woods or among the mosses on the ground. It yields a green-yellow dye of a sort and of a quality scarcely to be found among the coal-tar products. The lichens are characteristic of the West. We do not have them of such size as islands on the other side of the Atlantic, where they hang, in comic likenesses to a goat's beard, from the trunks of Newfoundland pines and give the caribou their favourite, and most sustaining food. But almost every tree is lichenous. The mysterious plant an inexplicable mixture of an alga, or seaweed, and a fungus—flourishes only where the air is perfectly pure as well as moist. Not a single scrap is to be found within the circle of any manufacturing town unless it is peculiarly successful in consuming its own smoke.

It is possible that lichen is convertible into good food, as are a good many seaweeds. Devonshire people regard as a real luxury the seaweed called Laver, which adheres to the rocks very much as lichen to the trees. It has many of the qualities in a higher measure of "Iceland-moss," which had once a considerable vogue as a "thickener" (and gave to milk-shape a quite peculiar flavour, about which tastes varied not a little); but makes by itself a valuable and most original food. It is a case of lamentation, especially on the West Coast of Ireland, about the borders of Sligo and

LORD CLIVE.

Memory Long Neglected.

Sir William Forwood writes to the *Times*—

As a boy in 1854, I was taken by my father (whose ancestor had been the rector of the parish when Lord Clive died) to Moreton Say.

It was a quaint and picturesque little church, hidden away amid the green pastures of Shropshire, the interior even plainer than the exterior, the west end fitted with a gallery of dark oak; or the north wall was the minstrel gallery, and beyond again the pulpit, the rector, Mr. Upton, taking off his surplice in the pulpit and carefully hanging it upon the side and putting on his black gown in which he preached his sermon. The minstrel gallery was occupied by four male voices, a clarinet player, and a fiddler.

Fifty years later, in 1906, on a motoring tour I again visited the church. I found it had been very beautifully restored by a member of the (Herbert) Clive family. Seeing that I was much interested in the changes made, the then rector, the Rev. Mr. Jackson, who happened to be in the church, came up to me and said: "You appear to be interested in my little church. Do you know where the minstrel gallery stood? We have no record." I indicated its position and inquired if he knew anything about the burial of Lord Clive. He replied, "Lord Clive lies under a certain row of seats," which he indicated.

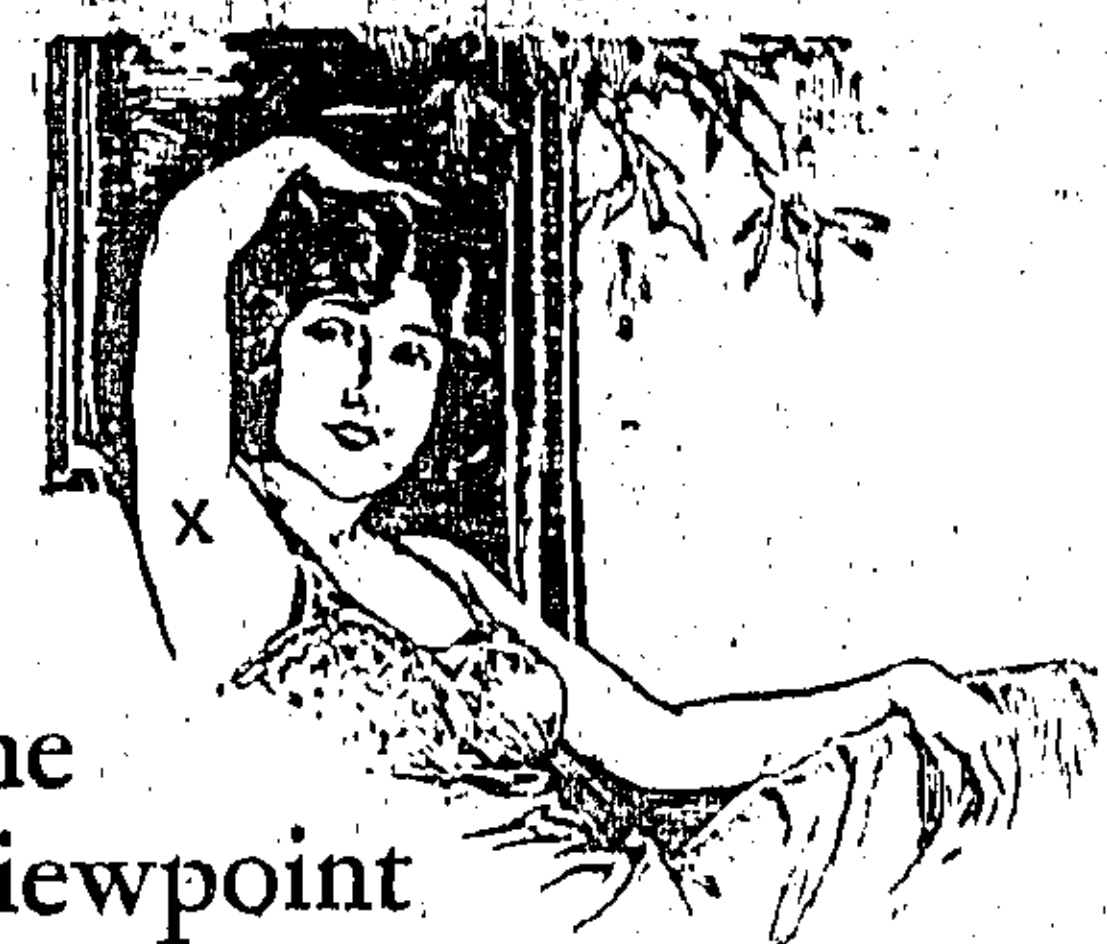
To put an end (he continued) to the report that he was buried at the four lane ends, when we were restoring the church I had that vault opened, and there lies the great Lord Clive, the only record of his death being a small brass plate over the vestry door, and the only monument to him, either in his native country or in India, is in Shrewsbury, the town in which he was born.

I was so amazed at this statement that on visiting India shortly after I made inquiries everywhere, and although India bristles with monuments, a regular necropolis, I could find no record of the work of Lord Clive, not even on the great Maidan in Calcutta.

I wrote to the *Times* from Calcutta on February 8, 1907, and also to my friend Lord Curzon, who had lately retired from the Viceroyalty. The *Times* wrote a leading article urging that such an obvious neglect should be made good. Lord Curzon also wrote a powerful letter to the *Times*, with the result that an influential committee was formed, a sum of nearly £8,000 was subscribed, and the reflection upon our national appreciation of the services of the builders of our Empire removed. A monument now stands outside the India Office by Tweed, another is placed on the Maidan at Calcutta, and Lady Herbert has erected a village hall at Moreton Say in his memory.

Leitrim, that the kelp industry, the burning of seaweed for the extraction of iodine, has been scotched by the iodine extracted from the Chilean nitrate beds. It is an odd detail in the chemistry of plants that these seaweeds of our western coasts are rich in bromine as well as iodine, while in the Chilean deposits no doubt the relic of prehistoric seaweeds, not a trace of bromine is found. The kelp industry is as good as dead, but some of the hand seaweeds are still valued locally as a source of brown-yellow dye; and the revival of local crafts offers some hope of a companion revival of the art of extracting such local dyes.

Even the duller and commoner tints have their own charm when yielded by the plants we know. In Skye and throughout the Western Islands of North Britain (where the tweeds come from), the art of extracting the essential juice of the common, coarse, and yet in its place most gorgeous ragwort is a common possession of the country people. When you know the source of the dye you can detect its strange fidelity to its source. The brown of the stalk and the yellow of the flower combine and merge and come out in different values according to the amount of colouring used, or, perhaps, the nature of the wool. In this reference, some quaint discoveries have recently been made in the capacity of the wools of different breeds of our sheep to take vegetable dyes; and the results have already added value to the curly wool, for example, of the Wansleydale. But that subject transcends the local lore of Devon villagers; though every sheep in the little paddocks is tinted with home-made dyes by the aesthetic shepherds.



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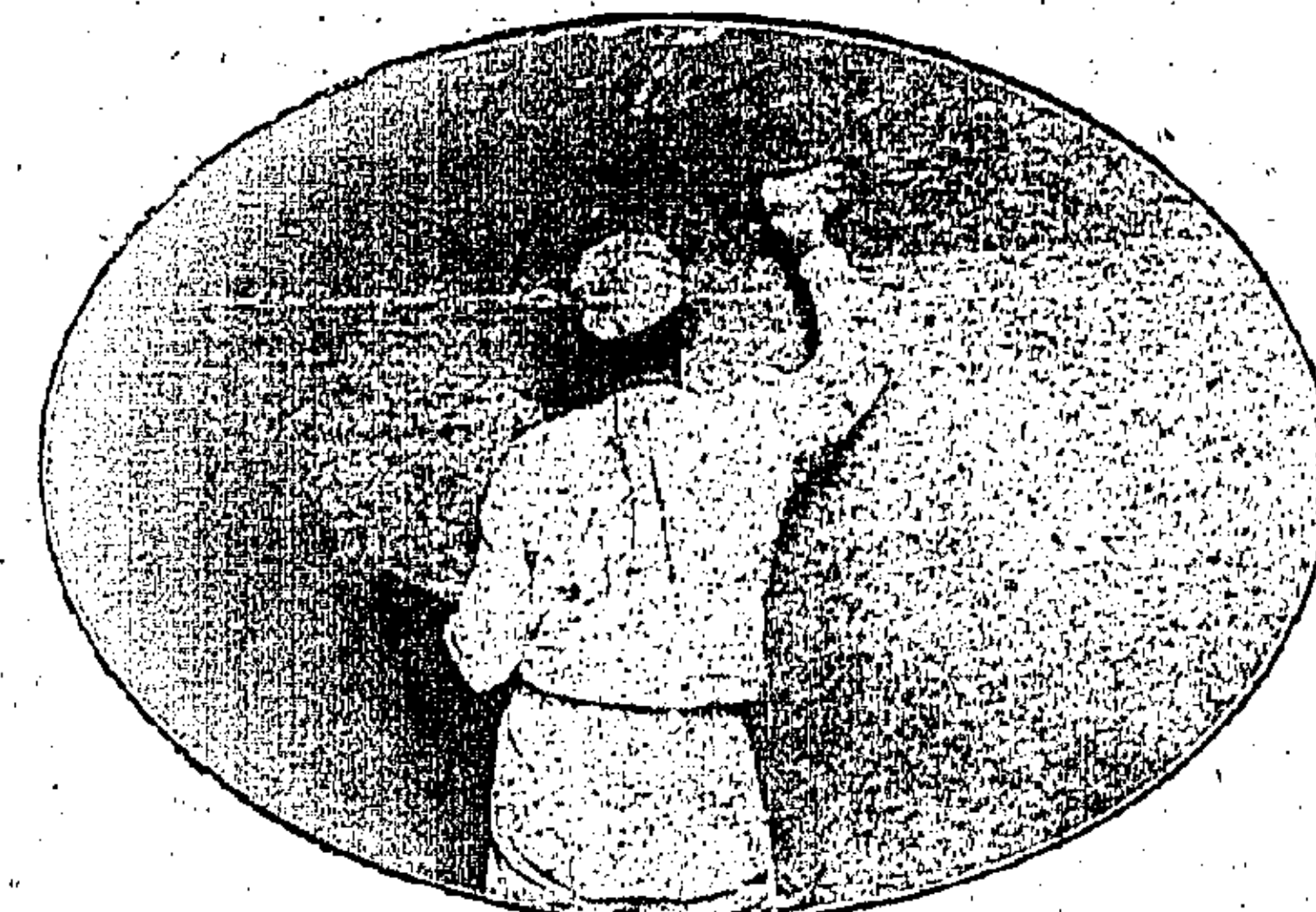
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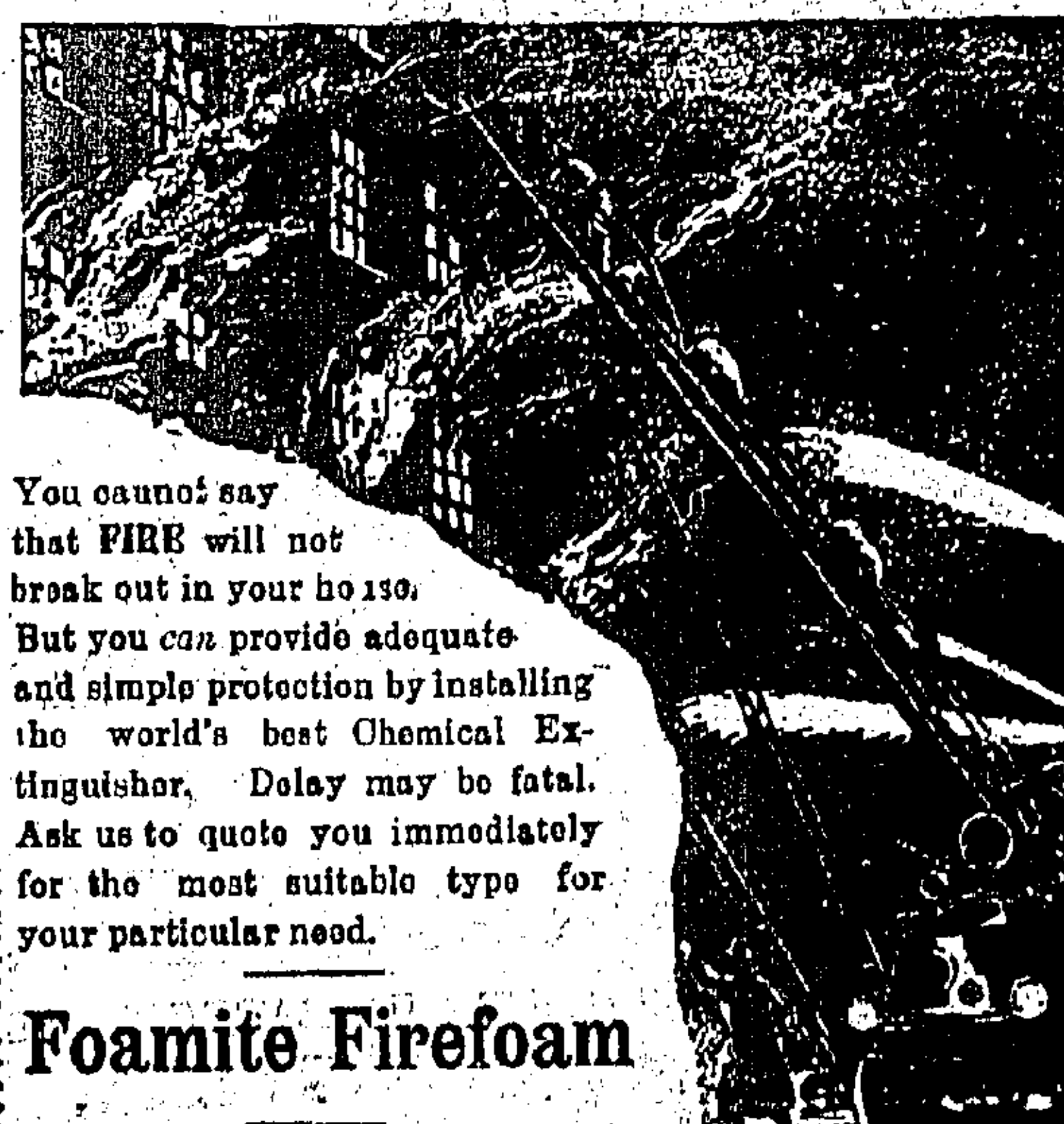
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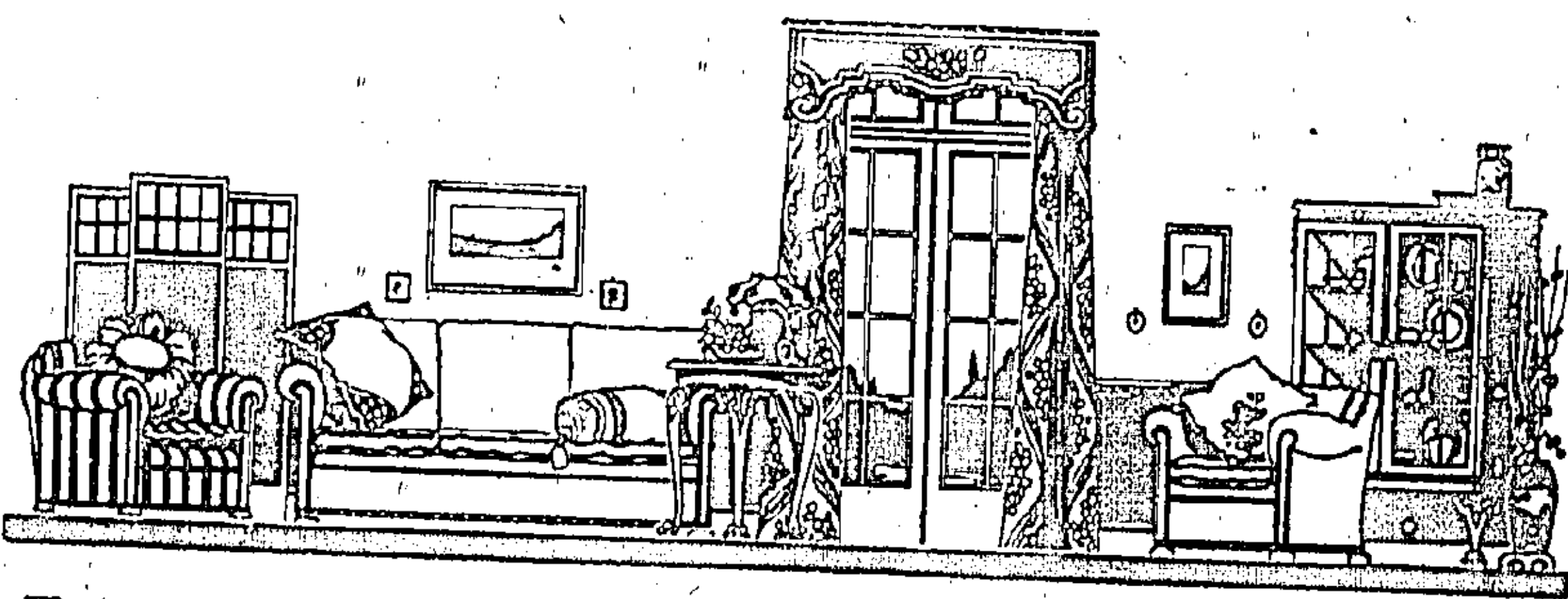
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GIANT 'PLANES.

Long-Distance Projects.

The next ten years will see air-planes weighing 100,000 pounds making regular flights across the Atlantic. This is the prediction of O. E. Simmons, one of England's aviation experts.

Such planes would carry 100 passengers, he thinks.

He uses the term, "flying boat" to describe the plane, expressing the opinion that the plane would have a seaworthy hull which would make it possible, if emergency arose, to land upon ocean and spend as much as ten days or two weeks upon it.

The plane would have a span of about 220 feet and a wing area of 6,000 square feet," he says. "The engines would be housed in engine-rooms built into the wings about 30 feet on each side of the hull.

Wings, hull and cabins would all be of metal. The hull would be arranged in two decks.

The speed of such a plane would exceed 100 knots and it would be possible to fly from Europe to America, making only one stop at the Azores.

"I believe that the flying boat is the logical vehicle of the future and that it will afford speed, comfort and safety which cannot be obtained by the ordinary airplane or the ocean liner."

ZOO SPIDERS.

"Cannibal Island" Arranged.

A real cannibal island has been set up in the Zoo insect house.

Though the inhabitants are merely the big bird-eating spiders which occasionally reach Britain from the tropics, hidden amongst bananas, they are, nevertheless, cannibals "bred and born."

It was owing to their preference for each other, rather than for the cockroaches given them as food, that each spider had to be confined in a glass jar by itself.

In the hope that with ample space at their disposal the spiders may live on more friendly terms, Keeper Brown set to work to construct a rocky islet, completely surrounded by water, with growing vegetation and snug little caves into which the spiders can retire for seclusion or protection.

These long-legged cannibals have an aversion to getting wet, for being hairy, they take some time to dry themselves. It is thought that the surrounding water will keep them from straying into a colony of parasol ants in the same case.

But if they do trespass on their neighbours' territory, the dwarfs are likely to defeat the giants, owing to their embarrassing smallness and their vast superiority in numbers.

TO U. S. IN 36 HOURS.

Engineer's Aerial Prediction.

Ocean-going flying boats of 3,000 h.p. constructed entirely of stainless steel carrying 100 passengers, will be operating within the next decade unless progress is inordinately slow. This prediction was made by Mr. O. E. Simmons, of the design staff of the Supermarine Aviation Works, Limited, in a paper read before the Engineering Section of the British Association.

These machines, Mr. Simmons explained, would be monoplanes, weighing 100,000 lb. (the largest successful flying boats yet built have weighed about 30,000 lb.) they would have a wing span of 220 feet, and a speed of over 115 miles per hour. They would be able to cover non-stop stages of 1,500 miles, and the flight from Europe to America could be accomplished via the Azores in 36 hours.

Mr. Simmons advanced technical arguments showing the advantages—for certain purposes—of the thick-wing monoplane over the biplane. The biplane is the more favoured form of construction in this country. "For the same performance as a biplane," said Mr. Simmons, "the monoplane internally-braced wing reduces the horse-power required by no less than 15 per cent. Conversely, for the same engine power, the top speed is increased by 6 or 7 per cent, and the climb by about 15 per cent."

Mr. Simmons remarked that almost every country in the world has come to Southampton for its marine aircraft.

UMBRELLA HISTORY.

Early Opposition Recalled.

The gentleman who advertises in the *Times* for old umbrellas—"at least a hundred years old"—has a very interesting hobby, and one which him luck in his quest of rarities, comments a London writer. One of these will be the original umbrella of

"Robinson Crusoe" (if there was an original and if it is still in existence). It is at least so far historical that umbrellas were for some time nicknamed "Robinsons," just as, later on, they became "Gamps." Umbrellas are mentioned by both Swift and Gay, but they were used only by women, and the suspicion of effeminacy was one that long clung to them and greatly retarded their general adoption.

The brave man who popularised the umbrella was Jonas Hanway, who lived in Westminster Abbey; not so much by reason of his campaign against getting wet as of his general philanthropy. One of his silk umbrellas (previous ones were usually of oiled paper or cotton) must certainly be in any pretentious collection. He had great difficulty with the hackney coachmen, who pursued him with stones and obloquy as an enemy of the trade. A disciple, one John Macdonald, tells in his autobiography how he brought a fine umbrella from Spain, but "could not with any comfort use it, the people calling out, 'Frenchman, why don't you get a coach?'"

Among later rarities may be counted the umbrella of the last Duke of Cambridge which figured so prominently in the caricatures of the Commander-in-Chief.

IMPRISONED FOR KISSING.

Traveller's Experience in Italy.

"Don't kiss!" might become the slogan for travellers in Italy, if the experiences of Dr. Erwin Felber, a leading Vienna musical critic, are to be taken as typical. Dr. Felber, whose adventures will probably form the subject of diplomatic intervention on the part of the Austrian Government, states:

"On September 11 I accompanied a woman friend, a noted Berlin singer, in the steamer from Venice to Fiume. We were the only passengers on the first-class deck, which was in total darkness.

"We flirted innocently, and as I kissed my friend the searchlight was turned full on us. The captain of the boat admonished us with much profane language from the bridge, and on landing in Venice I was handed over to the police.

"Two carabinieri took hold of me, emptied my pockets and threw me into a dark cell, where I spent a sleepless night, sharing my plank bed with a drunken man. On the following morning I was led handcuffed through the streets to the police court. On the way we met Professor Adolf Weissmann, the Berlin musical critic, who protested against my treatment and threatened to signor Mussolini.

"The only result was that I was taken back to the cell, and left there for nearly twenty-four hours without food or even water. Then I was handcuffed again and dragged to the Giudecca prison, where my finger prints were taken, and I was thrown into a room where were fifteen or twenty dangerous criminals.

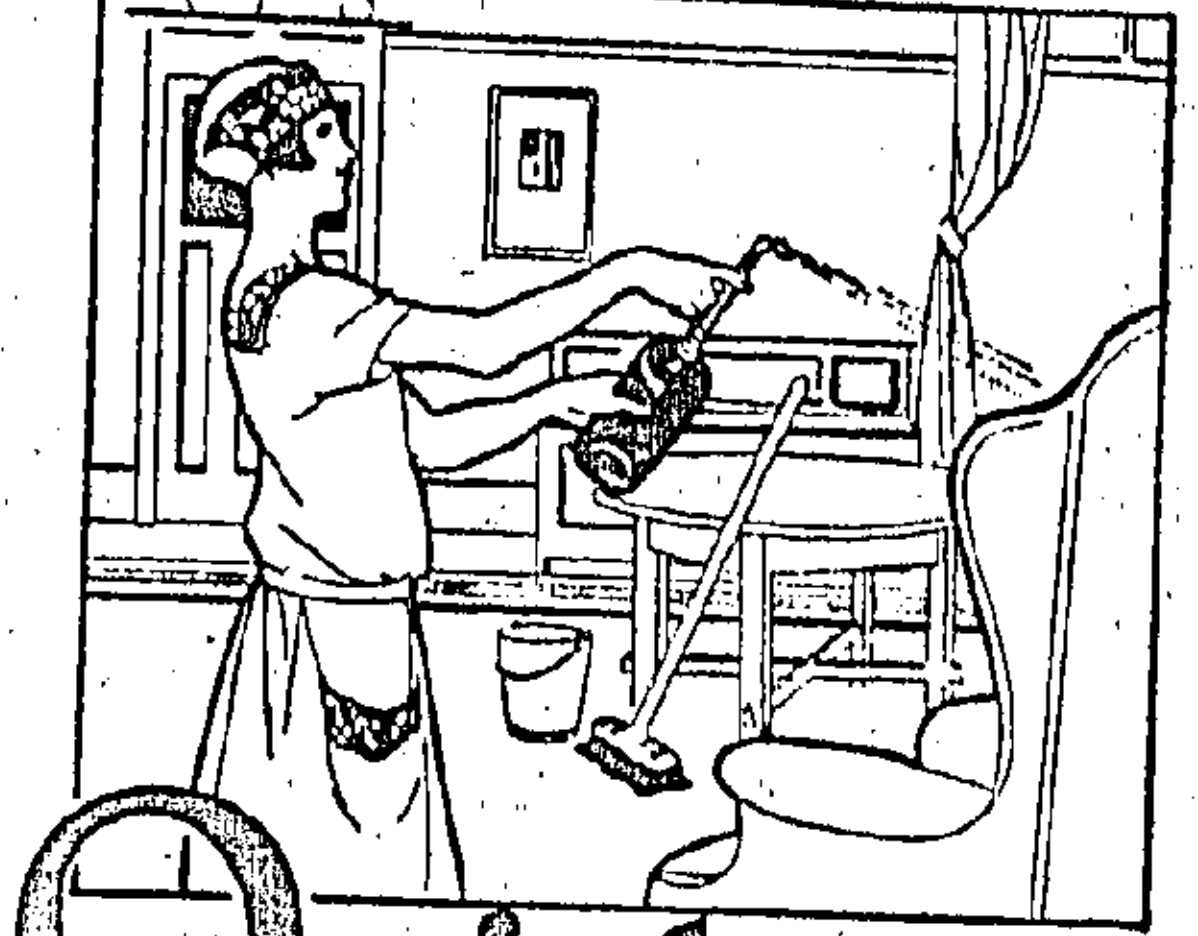
"At last my case was tried. I was handcuffed again, and on my protesting the handcuffs were screwed on so tightly that my skin was broken. In addition I was chained by the leg to three criminals and thus led before the court.

"Judgment was delivered, and I was told that I had been pardoned and that in an hour's time I would be a free man. Nevertheless, still chained, I was led back to my cell and was kept there for five more days. At the end of this period intervention of the Austrian Legation and a Venice lawyer secured my liberty."

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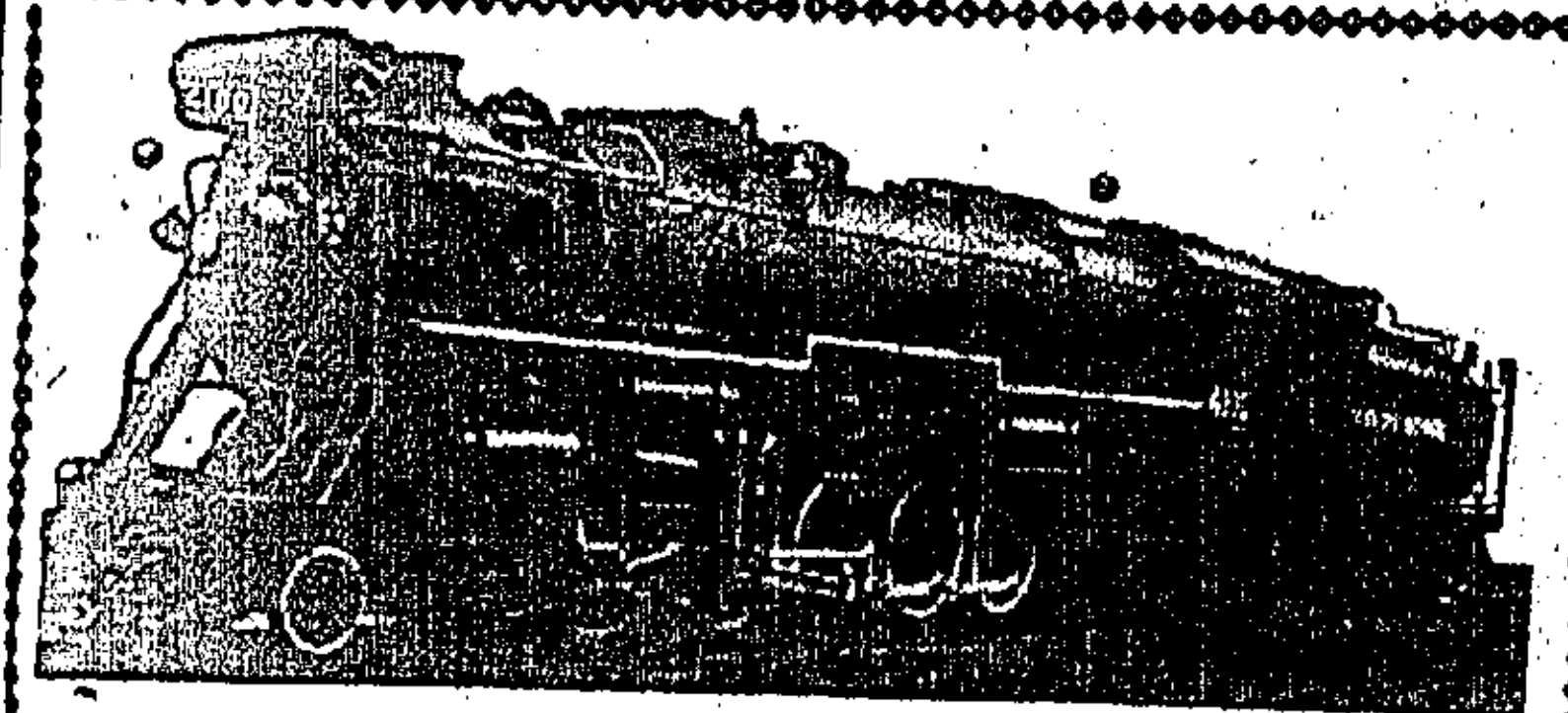
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MAN HUNTERS.

ALSATIAN DOGS AT WORK.

The buying of mighty wolf hounds echoed and re-echoed through the grounds of the Crystal Palace when the second annual open trials of the Alsatian Police and Army Dog Society were held.

As far as the eye could discern in the wooded park land, sleuths could be seen hurrying along, with noses to the ground and tails in the air, hot on the scent of "wanted" men. Loud barks and snarls arising from the depths of shrubberies and clumps of trees announced at intervals that a man had been tracked to his lair, and was being watched by cruel, merciless eyes, and threatened by gaping jaws, ready at the least provocation to close in his flesh.

The competitions held recently were solely for man tracking, but Rolf von Schachengrund, a massive princely bound fresh from the mountain passes of Switzerland, gave an exhibition of his other accomplishments to a representative of the *Morning Post*. He viciously attacked a "scoundrel" in thickly padded suit who had "assaulted" his master, and dragged him to the ground. And when his master led the "scoundrel" away captive, Rolf followed with jealous eyes ready to devour the slightest hint of disobedience.

REMARKABLE PAIR. Rolf was the champion found of the Swiss frontier patrol, said his master, Mr. E. Gerber. "It is on dogs like Rolf that the frontier guards rely for their protection in lonely places. He came over to England in January of this year at the age of three. Since then he has won seven first prize and the Kennel Club Championship Certificate at the Brighton Show."

The Queen of the trials was Pinkerton Biddy, who was the first British bred bitch to be police trained. She came with her sire, Pinkerton Rolf. They are a remarkable pair with unique accomplishments. Mr. L. de Pinto, who jointly owns them with Captain Radcliffe, explained that they would refuse food from strangers when doing police work, and never succumbed to cajolery. They would not obey the words used by their master if given by a stranger.

The Alsatian wolf hound has been used in Germany for centuries as a shepherd. It is now used extensively by the Green police. In Munich alone 400 of these dogs are kept.

GERMAN TIN SOLDIERS.

No Political Significance.

After several years of severe slump in affairs, military, German toy-dealers report for this Christmas a new interest in tin soldiers on the part of German small boys and their parents, says a Berlin correspondent. It is to be presumed that the regiments now on display in the departments of the big stores date from the days before the war ended, for all the old uniforms and all the old flags are faithfully depicted in paint. The new Reichswehr is conspicuous by its absence, but there are models of all the Hohenzollerns which are easily recognizable, the ex-Crown Prince by the eagle of his steel helmet, which was apparently put on with the same jauntiness that typified his way of wearing his cap. Even as a tin soldier, Prince Eitel-Friedrich is remarkable for his girth.

The reappearance of the toy soldier must be looked upon as a hopeful sign of the return to normal conditions. Playing at soldiers no longer denotes parental training for either defence or overthrow of the Republic means that healthy human nature is reasserting itself, and boys are demanding their rights again, particularly as the trade announces at the same time a big demand for the complete equipment of a Red Indian chief, wigwam, wampum, peace-pipe and all.

The London correspondent of the *Calcutta Englishman* declares that Wall Street is prepared to find \$50,000,000 for waging war on the British film industry, fearing the introduction of legislation to protect British films. Americans are buying up as many picture theatres in Britain as possible. A thousand British exhibitors are holding a conference in London with the object of freeing the industry from American domination.

ATTEMPT TO STOP REVUE.

FOLIES BERGERE "IMITATED" IN LONDON.

A dramatic protest by an excited Frenchman in the audience at the end of the first production in London on Nov. 2nd of a new revue, "Folies Bergeres," may be followed by a piquant lawsuit at the next sitting of the Vacation Court.

The Frenchman, M. Louis Lemarchand, famed as the producer of the Folies Bergeres production in Paris, claims that his scenes have been copied in every respect, even the titles, without any arrangement.

"I could scarcely believe my eyes when I saw the revue at the Palladium," said M. Lemarchand to a *Daily Express* representative. "My own scenes that I planned, my own names for them—just all exact; it was terrible! I could not help jumping up and shouting when a man came on the stage and said he was the producer, when it was all my show."

"Well, only a poor copy of my show, of course, because the dresses, the scenery, and the lighting were—what you say?—all the difference between chalk and cheese compared with ours in Paris. That was what made me so wild when I saw an advertisement in leading London newspaper that this revue was the exact Paris production."

"When I made inquiries they said: 'Oh, but we bought dresses from the Folies Bergeres in Paris. That is true; some old dresses were sold, but surely it is silly to think that if you buy dresses you can copy a theatrical production without making arrangements for performing right.'"

M. Paul Derval, the managing director of the Folies Bergeres Theatre in Paris, who was with his producer, indignantly waved a copy of the lavishly illustrated programme of the Paris production. It is entitled "La Revue des Folies Bergeres." A heart is cut in the cover to reveal the smiling face of a beautiful woman.

"Look," said M. Derval, "the programme for this London revue is the same. There is the heart cut in the cover. I am instructing my solicitor with a view to applying for an injunction at once to stop the performance," said M. Derval. "I would not allow it to continue even if I were offered any sum of money for the rights. People from all over the world see our performance in Paris, and I cannot let it be thought for a minute that this revue is presented like our production."

Mr. Tom Arnold, who presented the London production, said to a *Daily Express* representative: "I have a complete answer to these gentlemen; and it will be dealt with through the proper channels."

It should have been mentioned that a detachment from the Royal Army Ordnance Corps was also present at the memorial service in St. John's Cathedral yesterday.

British aviation experts hope by 1927 to establish a regular air service from London to India. R. V. Southwell, one of the British authorities, says that it ought to be possible to build an airship to make the journey in 100 hours. The chief need today is the development of stronger girder construction, he says. Such disasters as the destruction of the Shenandoah in Ohio point to the need of this work, he says.



"Didn't that bottle of pills do you any good?"
"No!"
"There! I told you you ought to have taken the cork out!"
—Aussie, Sydney

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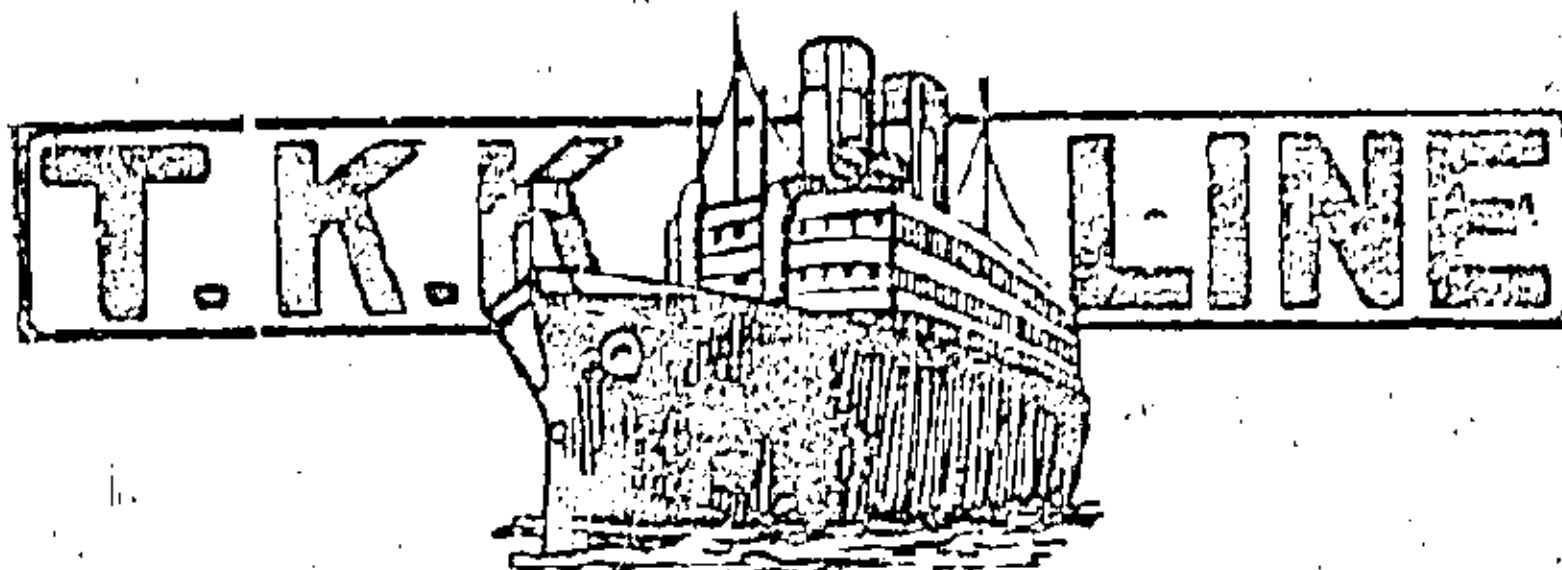
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EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5
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EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
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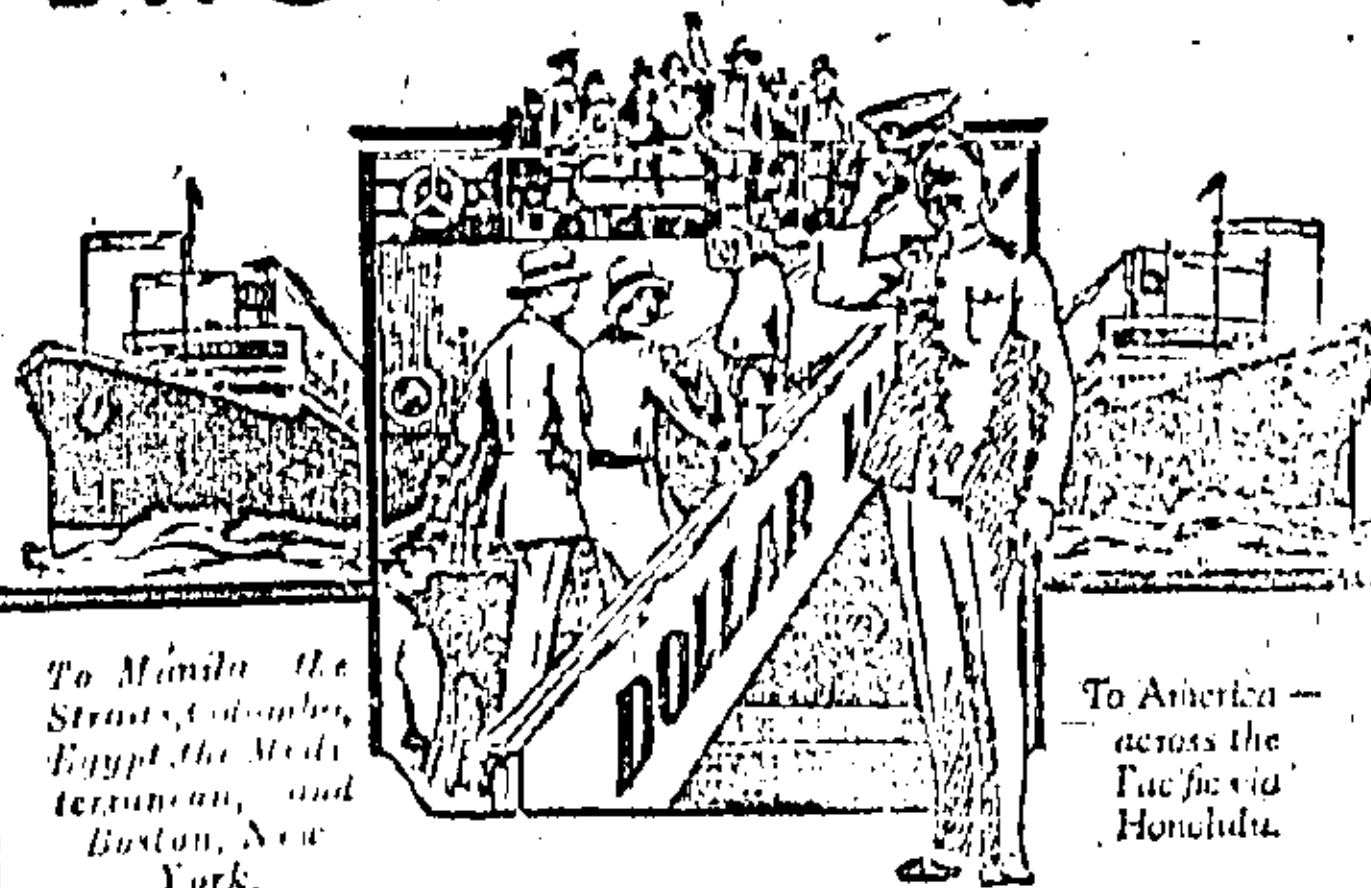
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Eastbound: Shanghai, Kobe, Yokohama, Honolulu
Westbound: Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, New York—and ten other ports round-the-world

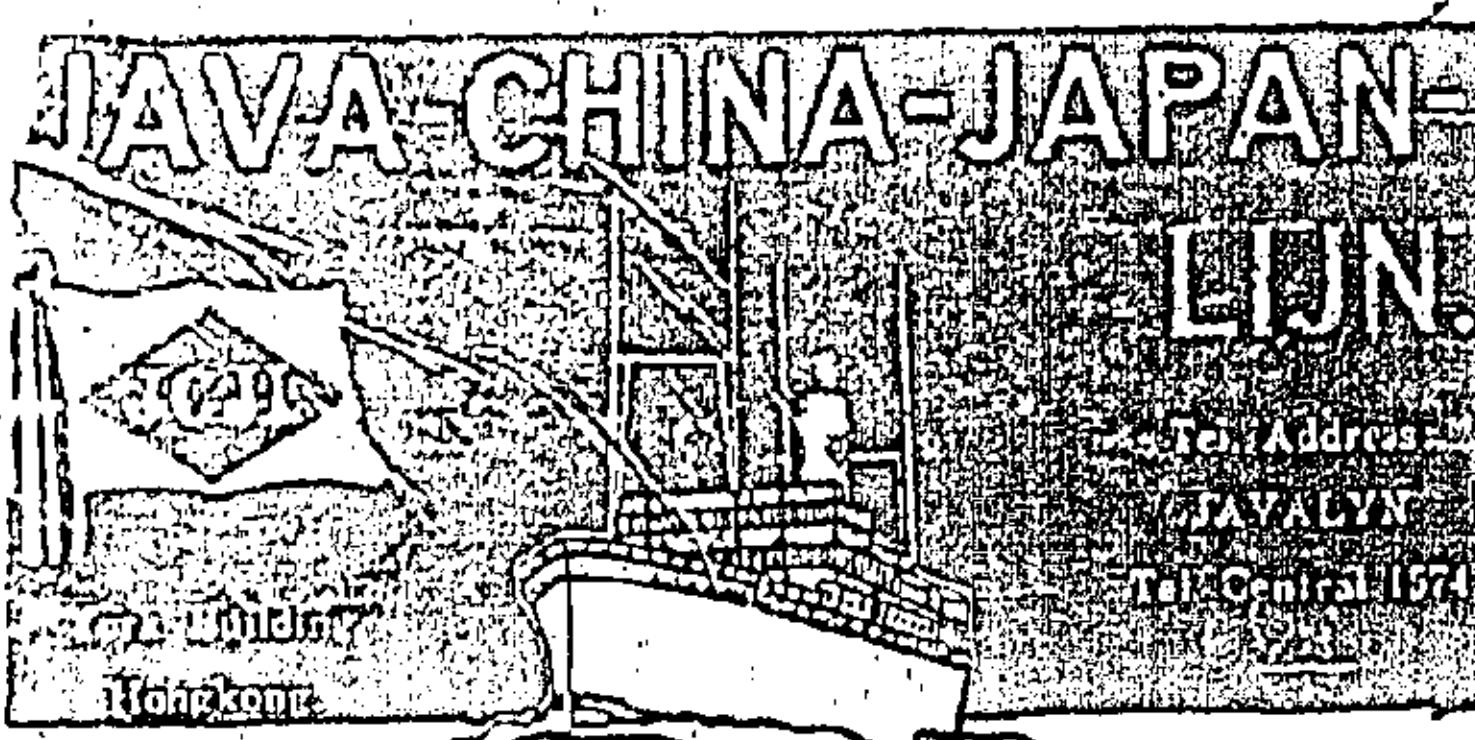
NEXT SAILINGS

EASTBOUND	WESTBOUND
PRESIDENT PIERCE Dec. 24, 5.00 p.m.	PRESIDENT HARRISON Dec. 8, 8.00 a.m.
PRESIDENT TAFT Dec. 19, 5.00 p.m.	PRESIDENT TAFT Dec. 11, 3.00 p.m.

ACROSS THE PACIFIC TO SAN FRANCISCO
FOR PASSENGER OR FREIGHT RATES, APPLY TO

DOLLAR STEAMSHIP LINE

HONG KONG AND SHANGHAI BANK BUILDING, GROUND FLOOR,
No. 4 DES VOEUX ROAD, HONG KONG
Telephone: Central 2477, 2478 and 795



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjiluwong	Java	In Port	28th Nov.	Amoy & S'hai
Tjikembang	Batavia	29th Nov.	2nd Dec.	Shanghai
Tjialak	Shanghai	2nd Dec.	5th Dec.	Batavia
Tjikini	Shanghai	10th Dec.	11th Dec.	M'sar, & S'hai
Tjisondari	Batavia	13th Dec.	15th Dec.	Shanghai
Tjibodas	Java	13th Dec.	15th Dec.	Amoy & S'hai
Tjikembang	Shanghai	15th Dec.	17th Dec.	Batavia
Tjitaroom	Java	24th Dec.	26th Dec.	Batavia

†Via Macassar
†Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of stateroom-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the
Java-China-Japan Lijn.

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company.



Regular four-weekly service between
Japan, Vladivostok, China, Hongkong,
Manila, Singapore
AND

Genoa, Marseilles, Rotterdam, Amsterdam,
Hamburg, Bremen and North
Continental Ports.

Arrivals From Europe.

S.S. OLDEKERK	15th Dec.
S.S. GEMMA	12th Jan.
S.S. OUDERKERK	30th Nov.
S.S. WESTERHOF	28th Dec.

All steamers have a limited accommodation for passengers. For Freight and Passage and further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
Tel. Central 1574. Agents. York Building

EARLIER TELEGRAMS.

FRANCO-RUSSIAN CONFERENCE.

Paris, November 27.
M. Berthelot states that his conversation with Chicherin was merely a matter of getting into touch with each other. No negotiations were opened and they merely took bearings on various questions, for example, the position of the Soviet Government in relation to Britain and France on the question of debts and the Wrangel fleet; on Russia's entry into the League of Nations and the possibility of commercial agreements.

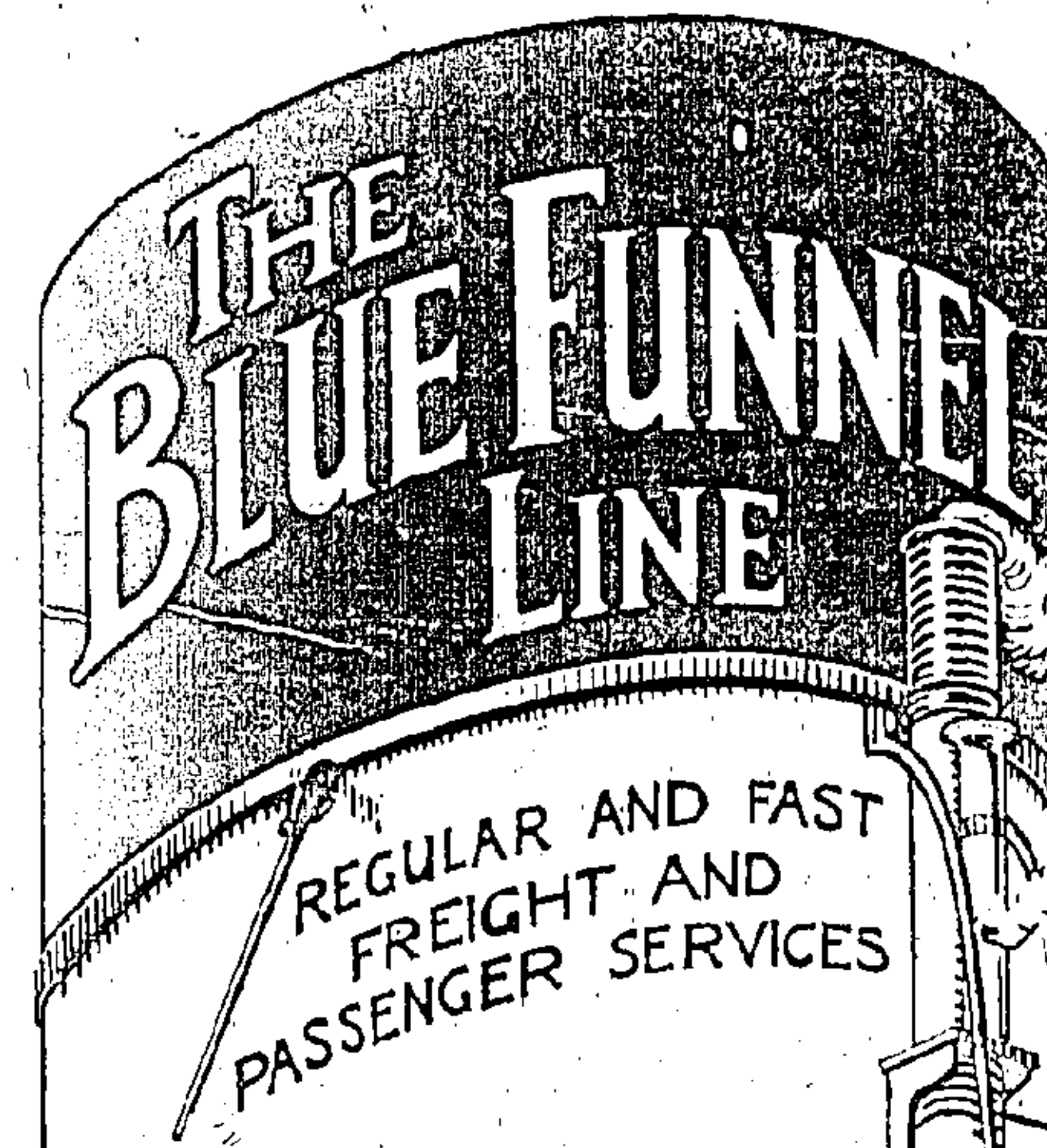
Le Petit Parisien understands that Chicherin, who has gone to the south of France expects shortly to make a longer stay in Paris when official pourparlers will be opened in regard to the debt problem.—Reuter.

THE STRIKE FEVER.

London, November 27.
The Telegraphists Association have issued strike notices in the case of all wireless operators aboard British ships, and have instructed the men not to sign for further voyages pending a settlement of the dispute regarding conditions of service, including the proposed reduction of wages of 22s. 6d. monthly.—Reuter.

MEXICAN PETROLEUM BILL.

Mexico City, November 27.
The Chamber has passed the final reading of the Petroleum Bill enacting the provisions of article 27 of the constitution whereunder foreigners owning land and water properties will be forced to sell them within three years unless they become Mexican citizens. This will particularly affect oil and mining companies in Mexico. The Bill now goes to the Senate.—Reuter.



LONDON SERVICE

"TITAN"	1st Dec.	Marseilles, London, R'dam & H'burg.
"PATROCLUS"	15th Dec.	Marseilles, London, R'dam & Glasgow.
"TITAN"	29th Dec.	London, Rotterdam & Hamburg.
"ANTENOR"	13th Jan.	Marseilles, London, R'dam & Glasgow.

LIVERPOOL SERVICE

"MENELAUS"	1st Dec.	Genoa, Marseilles, Havre, L'pool & Glasgow.
"TITAN"	29th Dec.	Genoa, Marseilles, Havre, L'pool & Glasgow.
"ANTENOR"	24th Dec.	Genoa, Marseilles, Havre, L'pool & Glasgow.

PACIFIC SERVICE.

"ACHILLES"	14th Dec.	Victoria, Vancouver & Seattle.
"PROTEUS"	8th Jan.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"KEEMON"	5th Dec.	Boston, New York & B'more via Suez
"CYCLOPS"	7th Jan.	Boston, New York & B'more via Suez

PASSENGER SERVICE.

"PATROCLUS"	16th Dec.	Singapore, Marseilles & London.
"ANTENOR"	13th Jan.	Singapore, Marseilles & London.
"HECTOR"	3rd Mar.	Singapore, Marseilles & London.
"SARPEDON"	7th April.	Singapore, Marseilles & London.
"PATROCLUS"	5th May.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire.

Agents.

CONSIGNEE NOTICE.

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP
COMPANY, LTD.

and
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees of Cargo per Company's Steamers

"IXION"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk, and subject to terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from Godown on and after 26th November.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd Dec. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 16th Dec., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

26th November 1925.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

From EUROPE

The Steamship

"CITY OF CAIRO"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 2nd Dec. 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the undersigned on or before 9th Dec., 1925, or they will not be recognised.

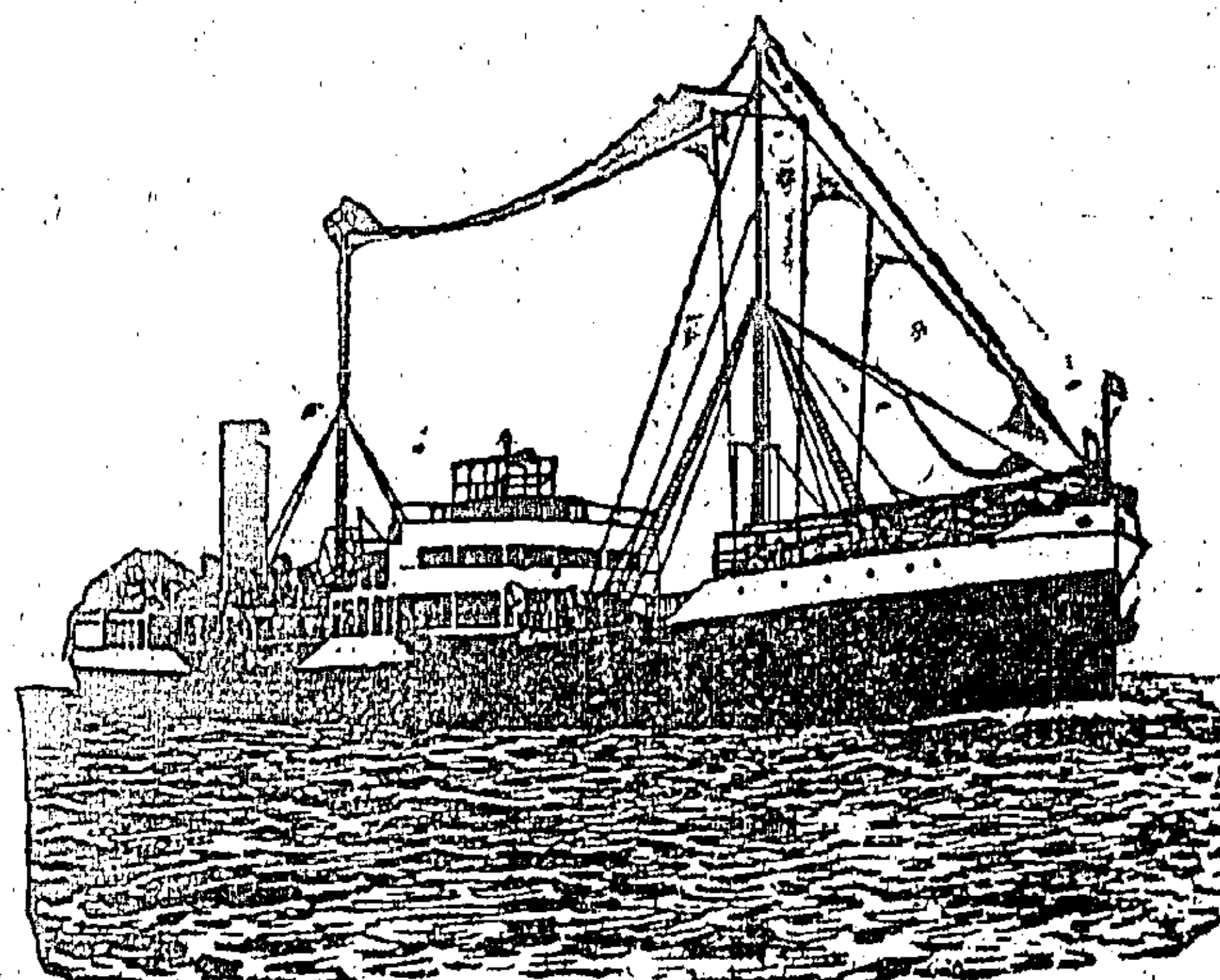
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by,

THE BANK LINE, LTD.,
General Agents.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;
Codes Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins, Benson's Marconi,
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA."

412, 0' x 53' 1' x 31' 0' x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager:—
B. M. DYER, B. SO. MANA, Kowloon Dock, Hongkong.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PERINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

#	Tons	From Hongkong (about)	Destination
KALYAN	9,118	28 Nov. noon	M'ss, Casa Blanca, L'don, Hull & A'worp
KASHMIR	8,985	10th Dec.	Spore, P'ang, C'ho & B'bay
MOREA	10,911	12 Dec. noon	Marseilles & London
KASHGAR	9,005	26th Dec.	M'ss, London & Antwerp
MACDONIA	1,109	9th Jan.	Marseilles & London
KHYBER	9,114	23rd Jan.	M'ss, London & Antwerp
DELTA	8,097	4th Feb.	Spore, P'ang, C'ho & B'bay
MALWA	10,941	6th Feb.	Marseilles & London
KARMALA	9,128	20th Feb.	M'ss, London & Antwerp
MANT' A	10,902	6th March	Marseilles & London
KASHAIR	8,955	13th March	M'ss, London & Antwerp
KHIVA	9,135	20th March	M'ss, L'don & Antwerp
MOREA	10,918	3rd April	Marseilles & London
DEVANHA	8,155	17th April	M'ss, L'don & Antwerp
KALYAN	9,144	21st April	M'ss, L'don & Antwerp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Smyrna, Enos and other ports by steamers of the P. & O. M. S. Co.

BRITISH INDIA-APCAR SAILINGS

SANTHA	8,500	18 Nov. 1 p.m.	Spore, Penang & Calcutta
TILAWA	10,000	18th Dec.	Spore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*TANDA	6,958	2nd Dec. 4 p.m.	Manila, Sandakan, Thurs.
ARAFURA	6,000	6th Jan.	Island, Townsville, B'bane.
ST. ALBANS	4,500	3rd Feb.	Spore and Melbourne

*Calls at Hoilo Kolambagan.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports on route as inducement offers.

Frequent connections from Australia with the following:
The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KASHGAR	9,035	28 Nov. 4 p.m.	Shai, Moji & Kobe
SOUDAN	6,696	1 Dec. 4 p.m.	Shanghai & Kobe
TALMA	10,000	8th Dec.	Kobe only
MACDONIA	11,089	12th Dec.	Shai, Moji & Kobe
ARAFURA	6,000	12th Dec.	Moji, Kobe & Yoko.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Services.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENTARA	3rd Dec.	C. H. MATHESON	2nd Dec.
G. R. LVO SHIRE	12th Dec.	L'don, K'cam & H'burg via Oran.	
GLENSHIEL	24th Dec.	GLENSHIEL	24th Dec.
PEMBROKESHIRE	7th Jan.	London, Rotterdam & H'burg.	
GLENNIFER	21st Jan.		
GLENO. LE	4th Feb.		

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone: Central No. 215, sub-ex. 23 and 3696.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "CITY OF EVANSVILLE"	Suez Canal	27th Nov.
S.S. "KEEMUN"	via Suez Canal	7th Dec.
S.S. "CITY OF DURBAN"	via Suez Canal	19th Dec.
S.S. "CITY OF LINCOLN"	via Suez Canal	28th Dec.

*Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG, HONGKONG & CANTON; JARDINE MATHESON & Co. Ltd., CANTON



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America U. S. \$400, U. S. \$420, U. S. \$440

IYO MARU	...	Wednesday, 16th Dec. at 11 a.m.
SHIZUOKA MARU	...	Wednesday, 6th Jan.
MARSEILLES, LONDON & ANTWERP	via Singapore & Ports.	
KITANO MARU	...	Saturday, 5th Dec. at 11 a.m.
HARUNA MARU	...	Saturday, 19th Dec.
KAMO MARU	...	Saturday, 2nd Jan.
HAMBURG via LONDON & ROTTERDAM & Ports.		
LYON MARU	...	Tuesday, 12th Jan.
LIVERPOOL via ADEN & MARSEILLES GLASGOW		
MATSUYE MARU	...	Saturday, 2nd Jan.
SYDNEY & MELBOURNE via Manila & Ports.		
TANGO MARU	...	Wednesday, 23rd Dec. at 11 a.m.
AKI MARU	...	Wednesday, 20th Jan.
NEW YORK and/or BOSTON	via AMERICA	
BANGKOK MARU	...	Saturday, 5th Dec.
MALACCA MARU	...	Saturday, 26th Dec.
BUENOS AIRES via Singapore, Durban & Cape Town.		
KAWACHI MARU	...	Monday, 29th Dec.
BOMBAY via Singapore & Colombo.		
WAKASA MARU	...	Sunday, 29th Nov.
CALCUTTA via Singapore, Penang & Rangoon.		
NAGASAKI, KOBE & YOKOHAMA		
AKI MARU	...	Thursday, 17th Dec.
SHANGHAI, KOBE & YOKOHAMA		
MATSUMOTO MARU	...	Monday, 30th Nov.
MYORAN MARU	...	Tuesday, 1st Dec.
KATORI MARU	...	Wednesday, 2nd Dec.
HAKATA MARU	...	Tuesday, 8th Dec.
ATRETA MARU	...	Tuesday, 15th Dec.

For further information apply to— NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

DODWELL & CO., LTD.**NEW YORK DEPT.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "CORBY CASTLE" ... Sails 20th Jan.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.
S.S. "TRIESTE" (cargo only) ... Sails about 7th Dec.
S.S. "VIMINALE" ... Sails about 8th Dec.
S.S. "ESQUILINO" ... Sails about 8th Jan.
HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.
S.S. "FIUME" ... Sails about 4th Dec.
S.S. "VIMINALE" ... Sails about 4th Jan.
S.S. "ESQUILINO" ... Sails about 4th Feb.

NATAL LINE OF STEAMERS.

S.S. "UMSINGO" ... Sails from Calcutta 30th Dec.
S.S. "UMVOLOSI" ... Sails from Calcutta 10th Jan.
Sails from Calcutta 31st Jan.
Sails from Colombo 10th Feb.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030, Agents.

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

LEGAZPI ... 15th Dec.
C. LOPEZ Y LOPEZ ... 8th Feb.
YOKOHAMA, KOBE, MOJI & SHANGHAI.

LEGAZPI ... 26th Nov.
C. LOPEZ Y LOPEZ ... 17th Jan.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

For particulars of freight or passage apply—

DOTELHO BROS.

Tel. 1531. Alexandra Buildings, Hongkong.

O. D. BARRETTO, Ltd. 28, Central Avenue, Canton.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY, 29th November, the S.S. "HINSHAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and leave Macao at 4 P.M.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF EVANSVILLE" via Suez Canal 27th Nov.
S.S. "CITY OF DURBAN" ... 19th December.
S.S. "CITY OF LINCOLN" ... 28th December.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

Sailing from Hongkong.

M.V. "WEIRBANK" via Suez Canal 1st January.
AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW" ... 1st December.
For Marseilles, London, Rotterdam & Hamburg.
S.S. "CITY OF BARODA" ... 14th December.
For Havre, London, Rotterdam & Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "SURAT" ... 23rd November.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-ASIAN INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Mabian" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to—

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, Ltd.**S.S. "CHANGTE"**

This Vessel will sail hence on Friday, 4th December, at Noon

FOR MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANNIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

(Sailing Subject to Alteration.)

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Amoy and Foochow

Calling at Amoy for Passengers only (Occupying 9 to 10 days.)

Steamships Captain Leaving.
Haiching, [A. H. Stewart] TUES, 1st Prox at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haiching" & "Haiching" at the Reduced Rate of \$30.00 including Meals while the steamer is in Port.

M MESSAGERIES MARITIMES M**SERVICES CONTRACTUELS**

Mail Steamers: Next Sailing from Marseilles ... 6th Nov. ... 9th Dec. ... 22nd Dec.
Arrivals and Departures from the Co's Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Lapraik & Co.,

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haiching" & "Haiching" at the Reduced Rate of \$30.00 including Meals while the steamer is in Port.

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and free Doctors' attendance)
A Class 1st Class £35.00 | B. Class 1st Class £23.00
Steamers 2nd Class £28.00 | Steamers 2nd Class £20.00

Passage Tickets to London and Leaving Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LETTER CARRIERS (CARGO-BEATS)
S.S. "CAPITAINE FA" from Dunkirk, L'don, Havre is due to arrive about 21st Dec.

For full particulars apply to—
Messageries Maritimes Co., 3 Queen's Building.
Phone: Central 740

CONSIGNEE NOTICES**OCEAN STEAMSHIP CO., LTD.**

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

Consignees per Co's Steamer

"EURYBATES"

are hereby notified that the cargo having arrived per S.S. "Ixion" from Singapore will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on the 26th November. Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 16th Dec. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.

26th Novber, 1925.

SERVICES CONTRACTUELS

DES MESSAGERIES

MARITIMES.

S. S. "PAUL LECAT"

Consignees of Cargo from Marseilles &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 a.m. To day, requesting it to be landed here.

Bills of lading will be countersigned by the Undersigned, Goods remaining unclaimed after Tuesday, the 1st December at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the Friday, the 4th Dec. or they will not be recognised.

All damaged packages will be examined on Tuesday, the 1st December at 10 a.m. by Messrs. Goddard & Douglas.

No fire insurance has been effected.

R. RODENFUSER

Agent.

Hongkong 25th. Nov., 1925.

S. S. "YALOU"

SERVICES CONTRACTUELS

DES MESSAGERIES

MARITIMES.

Consignees of Cargo from Dunkirk, Antwerp, Middleborough, London, &c. also cargo from La Pallice, Cognac ex s.s. "MEINAM".

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded

HOTELS.**THE HONGKONG**

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.

Telegraphic Address: "CENTRAL, SHANGHAI."

**HOTELS,
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HEALTH TALKS.**THE DANGER OF COLDS.**

(By Dr. H. S. Cumming for the
Telegraph.)

Because it occurs so frequently
the disagreeable condition known
as the common cold is usually
lightly regarded.

That the malady causes suffer-
ing, inconvenience, economic loss
and is often the forerunner of more
serious affections is overshadowed
by its apparent triviality. It
should be regarded as a serious
disease.

Recent studies among school
children disclosed the disturbing
fact that common colds are res-
ponsible for approximately one-
fourth of all absences. It was also
found that the children in open-
window school rooms, while often
pale and undernourished, were re-
latively free from colds.

The exact cause of the common
cold has not been definitely de-
termined. Probably a number of
factors are concerned.

However, for practical purposes
it may be considered that the
causative agent of most colds is
conveyed from person to person
through direct or indirect contact.

The common cold also has the
unenviable distinction of confer-
ring little or no permanent im-
munity or resistance to the disease
after an attack. In this respect, it
differs radically from some other
diseases.

Formerly it was believed that
drafts, exposure to cold and chill-
ing of the body were immediately
responsible for colds. Now, it is
regarded as likely that these fac-
tors cause a weakening of the
body's protective forces, thereby
rendering the organism more sus-
ceptible to invasion by disease.

Thus, fatigue, loss of sleep, in-
sufficient food, or too much food,
and work in stuffy or overheated
rooms may be cited as conditions
upon which colds may be engendered
more readily than when the indi-
vidual is in robust health.

When the weather becomes cool
and windows are closed, colds be-
come prevalent. It is likely that
artificially heated homes, which
have poor ventilation and insuffi-

cient humidity, are places in which
colds may be readily acquired.

The normal secretions of the
nose possess antiseptic and bac-
tericidal qualities of super-
heated living quarters, a strong
defensive factor is eliminated.

When a person having a cold
sneezes or coughs while in close
proximity to a well person, there is
a favourable opportunity for the
direct transfer of infective mate-
rial.

Among children, the exchange of
commonly used objects or food may
serve to inaugurate new suffering.
The readiness with which fingers
are conveyed from infected noses
and mouths to food and also to
other persons lends support to the
opinion that this mode of infectious
transfer is a strong possibility.

Persons with colds should avoid,
as much as possible, contact with
others. It is better to remain
quietly at home, in a room alone,
instead of attending public gather-
ings or endeavouring to work in
offices where contact is inevitable.
One infected person at a bridge
party may infect half a score of
others.

The careless person with a cold
is a genuine menace.

The person who is well should be
vigilant lest he contract a cold.
There are a few simple rules, which
when observed will assist in ward-
ing off this undesirable condition.
First of all, the standard rules of
hygienic living must be followed.

One should work, play and sleep
in fresh air, which desirable com-
modity can usually be insured in
ample quantity by a bit of personal
effort.

Room temperature in winter
should not be allowed to go above
70 degrees Fahrenheit. Whenever
the temperature reaches 70 degrees
—throw the windows wide open for
a few minutes.

The clothing, of course, should
be warm and yet neither cumber-
some nor uncomfortable.

Nourishing and easily digestible
food should be eaten in moderation.
Inasmuch as the material which
causes colds, is in all probability,
commonly conveyed by soiled fin-
gers, it is imperative that the hands
be kept clean.

By keeping the fingers away
from the nose and mouth, as well
as thoroughly washing the hands

prior to eating, some of the danger
of contracting colds can be elimi-
nated.

Finally, it is manifestly a wise
thing to shun the person having a
cold.

**END OF MOSCOW
CONVENT.****A Survival of Imperial
Russia.**

The Bolshevik authorities have
recently discovered a small
benevolent institution at Moscow
under the name of "The St. St.
Martha and St. Mary Convent,"
which has hitherto escaped the
attention of the Soviet liquida-
tors and has thus survived the
various storms of the revolution.
Until a few weeks ago it con-
tinued unostentatiously to
carry on its charitable work,
though all other institutions of a
similar nature had been
nationalized or liquidated. It has
now been exposed by a Com-
munist named Zorich, and the
authorities have directed to it the
attention of their liquidating
commission.

This convent was founded dur-
ing the war by the Grand
Duchess Serge for the purpose of
ministering to the sick and unfor-
tunate. The convent established
a small hospital and opened a
dispensary. These have con-
tinued their work until the pre-
sent time, having in some inex-
plorable way managed to become
affiliated to Moscow University.

The most serious charge now
brought against this institution is
that it still serves as a refuge and
an outlet for the "old-style work
of charity" of such prominent
persons as the widow of M.
Gordieff, and former Governor,
Princess Galitzin, and others.
The Proto-Hierarch Sarabrian-
sky, who acted as spiritual father
to the convent, has been banished
to the Naryn district of Siberia,
his chief offence being that he
openly stated that the convent
not only relieved the sick, but
also administered "spiritual com-
fort to the fallen and afflicted."

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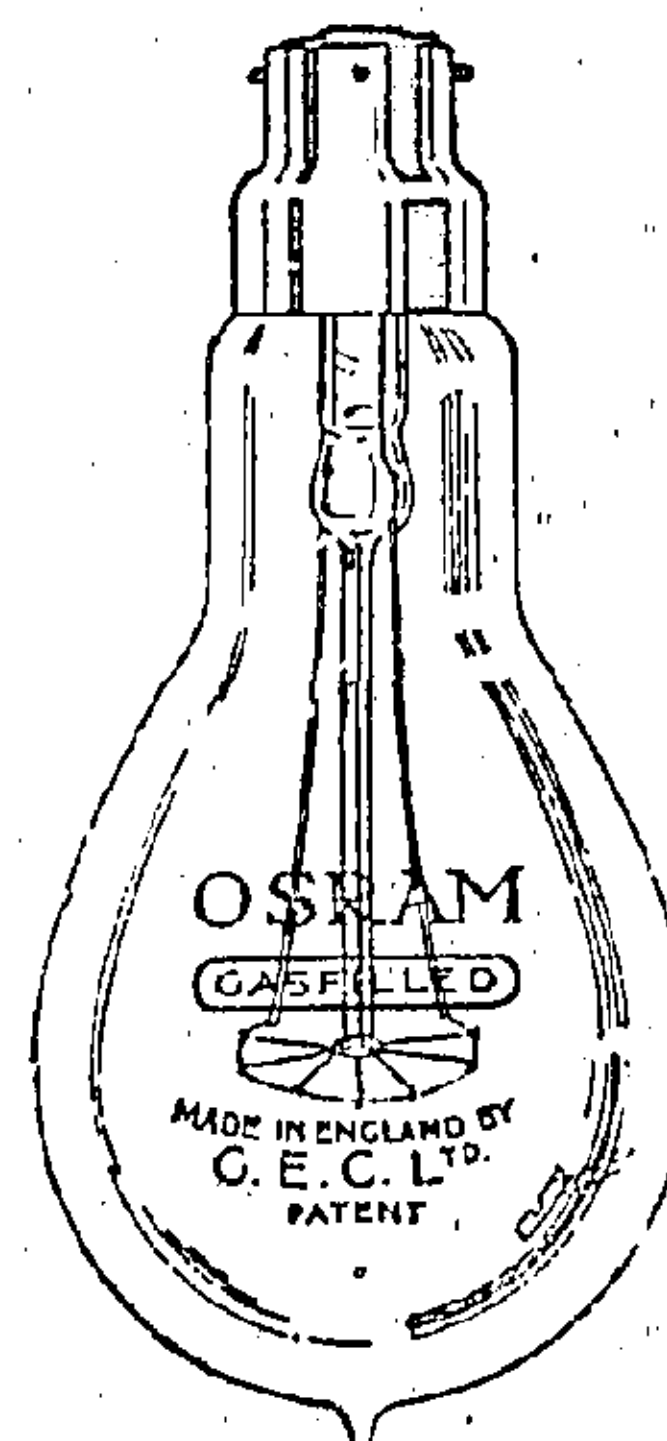
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